

## **Planning application 49/20/0034 - Reserved matters following Outline Application 49/17/0060 for 71 dwellings on land north of Burges Lane, Wiveliscombe**

As ward councillor, I object to this application. The biggest problems are serious issues related to car parking and the failure to design the properties to a zero carbon standard in construction and use.

There are concerns related to the public open space for the whole Willow Mead development, for which this application is the third phase, and further issues regarding electric vehicle charging, recycling and refuse collections and access from proposed dwellings on to Heathstock Hill. The new allotments are a welcome feature of the proposals, although it is hoped users would mostly walk or cycle and not have need for the six car parking spaces proposed.

I understand the Section 106 Agreement secured as part of the approved Outline Application 49/17/0060 requires 25% of the dwellings to be affordable housing, with 60% of these based on social rent. The agreement should also provide a travel plan and cover the existing public open space developed as part of phases 1 and 2.

Notice for the S106 Agreement has been posted online for the earlier 49/17/0060 application, but the full agreement cannot be viewed or downloaded. This needs to be urgently addressed so all can see what it contains. I may have further comments once I have seen it, possibly including on affordable housing, the travel plan and the public open space. Arrangements for the public open space from phases 1 and 2 are still not completed and it needs to be shown they will be fully addressed if phase 3 is to be added to the development, otherwise there can be little confidence in S106 Agreements put in place.

### **PARKING**

The development proposal would displace a significant amount of on-street parking along Burges Lane, which is currently used by residents of Burges Lane, Style Road, Golden Hill and Burges Close. These residents have nowhere else nearby to park their cars. The small provision for Burges Lane residents in the proposal is inadequate and partly hidden, which may restrict its use. Residents from other nearby roads may also use it, which could be a cause for local disputes and so is a concern. The only answer should be to ensure there is sufficient parking provided for all residents of the area, particularly those displaced by the removal of current on-street parking along Burges Lane. A study should be undertaken to establish how many cars currently use this on-street parking and, as a minimum, parking provision should be provided to at least match this as a condition of any planning approval. To avoid on-going and future problems, further additional provision should be made. The current proposal to provide parking for Burges Lane residents only in the application is clearly inadequate.

The altered housing and car parking layout of the reserved matters application compared to the outline application makes the parking situation worse. Previously, the outline application showed a small number of driveways from Burges Lane on to the proposed development. The number of driveways in the new application has been substantially increased, which will result in the even greater removal of potential parking spaces along Burges lane.

I believe there are too many dwellings proposed for this site and it is essential that there is a condition on any approval to make effective provision for all parking displaced from along Burges Lane. This is currently used by residents of Burges Lane, Style Road, Golden Hill and Burges Close, who have no other reasonable parking choices in the area. If this significant problem is not addressed, the existing parking problems in the area will only become worse and more widespread. Planning officers and the developers need to recognise this problem and ensure it is addressed.

#### HEATHSTOCK HILL ACCESS

Heathstock Hill is narrow and has a fairly tight bend just before the proposed development on the road into town. Siting houses with driveways onto this road looks to be very risky and a potential cause of accidents between cars using the road and emerging from the proposed new houses. A better design would have avoided this problem and should still be sought.

#### ZERO CARBON DESIGN

All levels of government, including national and local, have recognised the climate emergency and adopted carbon neutrality targets. As a result, all new development should be required to achieve zero carbon design in construction and use. This requires low carbon building methods and materials, very efficient insulation and heat pumps, and a possible additional contribution from solar panels on roofs (providing photovoltaic power or thermal heating). New homes should not be connected to the gas grid as electricity is continuing to decarbonise and will be the preferred and cheaper source of power in the near future. Meeting a zero carbon design standard should be included in development proposals or made a condition of any planning approval.

#### ELECTRIC VEHICLE CHARGING

We are on a certain transition to electric cars, with the government currently proposing that cars powered by combustion engines will be banned from sale from 2035 and the Committee on Climate Change recently advising that this should be brought forward to 2032. Before then there will be a substantial increase in electric vehicle use and this needs to be provided for in all new developments now. In this proposal, all dwellings with their own driveways or garages need their own charging points and all dwellings with shared parking spaces need shared charging points. These charging points need to meet a common standard for their safe use, which needs to be assured by a condition on any approval granted.

#### RECYCLING AND REFUSE COLLECTIONS

The proposal lacks detail on meeting guidelines for recycling and refuse collections, including turning circles for vehicles and space for collection containers. It needs to be ensured that the development meets requirements of Somerset Waste Partnership's developer guidance (available at [www.somersetwaste.gov.uk/developer-guidance](http://www.somersetwaste.gov.uk/developer-guidance)). This is not currently shown by the application or accompanying documents.

Cllr Dave Mansell

Wiveliscombe and District Ward - Somerset West and Taunton Council

12<sup>th</sup> July 2020