

Planning Application No. 49/20/0016 - Reserved Matters following Outline Application 49/18/0045 for the access, appearance, landscaping, layout and scale of 94 dwellings on land at Sandys Moor, Wiveliscombe

As Ward Councillor, I have the following comments on this application:

1) The Travel Plan in the Section 106 agreement states: "Pedestrian crossing facilities are provided to enable safe travel on foot to the many facilities in the local area" (4.20) and "in order to provide a safe pedestrian link for school children, the applicant proposes to formalise the footway along the southern side of Church Street (currently used for informal parking and as a bus stop) to enable a continuous footway connection from the site to Rotten Row and on to Kingsmead Academy" (6.19). It needs to be ensured that the applicant makes these provisions and more is needed to ensure that safe travel on foot can be provided to both the primary and secondary schools in the town.

Details need to be provided for the how footway connection will be provided along the southern side of Church Street. Currently there is a narrow section with a long cobbled surface at one point, which does not allow for a normal pavement width or surface. How will this be formalised and made safe? No details have been provided by the applicant.

A footway along the southern side of Church Street would result in the loss of four parking spaces in front of St Andrews Church, which are in regular use by local residents. Their loss is not acceptable. If a footway is to be provided over the parking spaces, they will need to be replaced by other new spaces in the immediate area, as the town lacks parking provision.

There is no provision in the application for safe travel on foot to the primary school, which is on the other side of the town to the secondary school (Kingsmead). The pavement is also narrow in front of the terrace of houses on the southern side of Church Street and there is not safe crossing to the other side of the road, which is needed for the primary school.

A new pedestrian crossing will be needed to allow the safe crossing of Taunton Road or Church Street to the northern side (this is the main road into the town from the Taunton side). This crossing should be positioned to also allow safe access to St Andrews Church and to Bishops Green/Mill Lane.

A condition is needed to ensure acceptable provision is made for safe travel on foot to both schools, as sufficient details are not included in the application or the Section 106 agreement.

2) It needs to be ensured that convenient and suitable electric vehicle charging points are provided for all dwellings. This is indicated at 3.14 in the Travel Plan for the Section 106 agreement, but the Compliance Statement accompanying the application only states: "Electric charging points can be futureproofed into scheme by providing electrical power spur to garages; external driveways and retirement apartment parking". Actual electric charging points need to be provided for convenient use for all dwellings that meet a common standard for their safe use, which needs to be assured by conditions on any approval granted.

3) The officer report on the outline planning application, which was given conditional approval on 27 March 2019, stated: "On balance it is considered that the loss of some of the employment land to housing may be acceptable in principle if it enables delivery of employment units". And the report concluded: "Whilst it is acknowledged that the proposal is contrary to policy MAJ3 in the SADMP, however it is considered acceptable and in accordance with Policy SP1 if it is an employment enabling and affordable housing enabling development".

There is provision in the Section 106 agreement which aims to ensure the employment land is at least partially brought into use before 50 dwellings are occupied and marketed before construction starts on any part of any dwelling. It is important this is enforceable and that all of the employment land will be developed, particularly as the application is contrary to the Local Plan.

Similarly, it needs to be ensured the expected benefits of affordable housing are delivered, given that these were the reasons an application contrary to the Local Plan was given outline approval.

Condition 14 of the outline application decision on noise is required and was not included in the Section 106 agreement, so its application should be confirmed.

4) There is a lack of 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 (www.somersetwaste.gov.uk/developer-guidance). This is not currently shown by the application and accompanying documents.

5) Section 5.10 of the statement of compliance states:

- "The majority of properties can benefit from solar panels in the future to supplement the carbon savings the new homes will make through improved building fabric. This approach allows users to inherit well performing houses and then tailor sustainable technology to their own lifestyle requirements to avoid inefficient system operation.
- "Air source and ground source possible on scheme; south facing roof slopes provided to future proof potential for solar; Low carbon solutions to meet regulation requirements".

These statements are close to being meaningless. As the applicant has indicated air source and ground source heat pumps are possible, they should be required to commit to the provision of these low-carbon heating systems, by a condition on any approval given.

A condition for zero carbon design is also required, which could include the provision of solar electricity panels on roofs, as this is necessary to achieve carbon neutrality targets adopted by Somerset West and Taunton Council and by the UK Government.

Cllr Dave Mansell

Wiveliscombe and District Ward - Somerset West and Taunton Council

26th April 2020