



Town Clerk: Miss Joy Norris MSc ACIS

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Minutes of a meeting of the Planning and Licensing Committee held remotely on 17 November 2020 at 19:00

Chair: Councillor G Guest

Councillors: E Andrews, K Haslett, J Johns, M Smith.

Others Present: Richard Harrison (Taylor Wimpey PLC), Steven Brown (Woolf Bond Planning LLP), Joy Norris (Town Clerk), Steve Reardon (Meeting Administrator), Councillor J Buczkowski, Mr Ashley Hellier.

PL77. Apologies for Absence

To receive apologies for absence.

There were no apologies for absence received.

PL78. Declarations of Interests

To receive any Declarations of Interest from Councillors and Officers in respect of matters to be considered at this meeting, together with an appropriate statement regarding the nature of the interest.

Councillors and Officers are reminded of the requirement to declare any interest, including the type of interest, and reason for that interest, either at this stage of the meeting or as soon as they become aware of that interest.

There were no declarations of interests made.

PL79. Public Participation

15 minutes is set aside at the beginning of the meeting to enable members of the public to raise matters which are relevant to the work of the Committee. Up to 3 minutes is allowed for each question. It may not be possible to reply straightaway and the question may only be noted and a written response sent at a later date.

There were no members of the public present who wished to speak at this time.

PL80. Planning Matters

To discuss with Steven Brown of Woolf Bond Planning LLP regarding Reserved Matters for the proposed development [19/01839/MOUT](#) – Land at NGR 301216 106714 (West of Siskin Chase).

There was a short presentation followed by a question and answer session:

- Councillor G Guest gave a brief history of the application at this site to date.
- Richard Harrison of Taylor Wimpey PLC and Steven Brown of Woolf Bond Planning LLP presented as follows:
 - Taylor Wimpey have been involved with this site for a number of years and hope that the council are informed about the development of the site. Richard Harrison is happy to be a point of contact for the council in future communications with Taylor Wimpey. The site is to the south of Cullompton Rugby Football Club and immediately west of Siskin Chase and extends to c12.1 acres (4.9ha including 2.3ha open space and landscaping) in size.
 - Outline Permission granted by the Planning Authority after an appeal to the Planning Inspector for up to 105 dwellings with access through Siskin Chase; 28% of these houses will be affordable. There is a need to provide allotments and managed open space with other s106 commitments for education and air quality.
 - It was reiterated that the scope of the scheme and the access points to the scheme are no longer up for debate as permission has been granted in all these aspects by the Planning Authority following an appeal at which Taylor Wimpey was awarded costs due to the Planning Inspector considering that the scheme should have been granted permission locally.
- With regard to the 30 affordable houses, what mix of sizes will these be and are they going to be in one place?

Affordable housing will be a mix of building types (1, 2, 3 and 4 bed) with a mix of tenures (rental and shared ownership) and dispersed across the whole development as informed by the Planning Authority.

- Of the maisonettes, how many are ground floor and accessible?

There will be 6 ground floor and 6 first floor with all of the ground floor maisonettes being wheelchair adaptable. Building regulations and the recently adopted Local Plan also demand 20% of all dwellings at the development must be wheelchair adaptable.

- Reserved Matters; there is significant local concern in the community surrounding where contractors are to park during construction.

The only construction access will be via Colebrooke Lane and the Construction and Management Plan will form part of the Reserved Matters; this will detail the access routes and will include on-site parking and welfare facilities for construction workers. Condition 11 of the Outline Planning Permission details that Colebrooke Lane only is to be used for construction traffic to minimise inconvenience to the locality.

- It was stated that this has the potential to be an attractive development. However, if Kingfisher Reach is visited, the orientation of dwellings has been

skilfully designed to break up the development as a whole; in this proposal, it appears that there are too many houses of the same type and finish aligned similarly. This is not particularly attractive does not conform with the towns desire to be Dementia friendly.

This was refuted by Taylor Wimpey, showing in their plans the different finishes applied to houses so that there is a wide variety of materials used throughout the scheme. These designs will be reviewed by the independent Design Review Panel. It was further stated that, whilst the design of any development is entirely subjective, the design of this development will be reviewed with criticism such as this in mind.

- Looking at the designs, the render and paint finishes, could not there be, for example, a blue street and a green street to make the development more Dementia friendly.

This design aspect was noted and will be considered.

- If it looks more like Padbrook Park than Kingfisher Reach, this would be a positive in terms of design. In terms of the Construction Management Plan, all developers have one of these but, by experience, many contractors ignore this document at will. In addition, disabled friendly houses need to be more than just one-bedroomed as many disabled people do have families.

21 of the 105 houses have to be wheelchair adaptable of which only 6 will be single-bedroomed and some of which will be in the affordable housing category. Taylor Wimpey are well aware of construction traffic adherence to a Construction Management Plan. However, there is always a Taylor Wimpey employee on site and it is this individual who will be the direct point of contact for all matters, including adherence to the Construction Management Plan. In addition, there are frequent meetings with stakeholders, including local residents and Cullompton Town Council, to communicate all matters surrounding the construction phase and, in terms of redress, there is a fine system available to Taylor Wimpey for sub-contractors who fail to comply with the Construction Management Plan. However, it is rare that measures such as fines are necessary.

- Cullompton Town Council attended a meeting at Mid Devon District Council with regard to Kingfisher Reach and the planting of particular tree species as a means of managing water and enhancing the environment; developers tend to promise the earth but fail to deliver in terms of landscaping. Will Taylor Wimpey be planting trees and shrubs to enhance the area, particularly trees that will absorb plenty of water?

Yes. Items for Reserved Matters will include a detailed planting scheme that will be open to consultation with Cullompton Town Council and, once approved, this plan will have to be undertaken. It is known that the lower part of the site does waterlog and this will be considered in the landscaping scheme.

- When the play area is constructed, older children need to be considered; all too often, a play area suitable for toddlers is constructed but older children and teenagers are often ignored.

This matter was noted.

- There is concern that the pavements appear to have no separating curb and form part of the road surface.

It is intended that main streets will have curbed pavements. In purely residential streets, there may be an opportunity to have more in the way of shared space.

- There is some concern over road width; in one place the main road is approximately 5m wide with the mews area being narrower. Double parking takes place in, particularly, new developments and this significantly impacts on the available width of the roadway; Kingfisher Reach was cited as an example of the problems that are experienced.

Road widths have been appraised and all roads in the development proposal have had tracked widths measured and Taylor Wimpey is convinced that, having been assessed by DCC Highways, the road widths will be sufficient.

- The Neighbourhood Plan Policy HS01 was quoted and the parking requirements contained within it and it is considered that the proposed number of spaces quoted in the Design and Access Statement for this development proposal will be insufficient.

Taylor Wimpey certainly have regard to this Neighbourhood Plan Policy and there will be 200 allocated off-road spaces as well as 31 garages and 16 visitor spaces. The Neighbourhood Plan calculates to 231 spaces and this has been met and is exceeded with the provision of visitor spaces. On further questioning, it was stated that the Examiner deleted the statement that garages do not count as parking spaces but further stated that garages would be of sufficient size to have a modern car parked into it as well as providing for some storage space.

- Cullompton Town Council sees many applications to convert garages into ancillary accommodation, often with expansion above in order to accommodate the size of families that buy them.

All of this development will accord with the required Housing Standards that describe the minimum space requirements for dwellings.

- Flat Roofs above Porches. Are they acceptable given that they have a tendency to leak and last much less time than pitched and tiled roofs.

Taylor Wimpey are happy with the quality and robustness of their flat roofs.

- Will there be some sort of retail outlet such as a corner shop?

The outline permission does not provide for a retail outlet and there is no intention to provide such a facility at this development.

- Why isn't Colebrooke Lane the long term access?

This was considered in great detail. The Planning Authority's policy requires access via Siskin Chase and access via Colebrooke Lane would not be supported by the Highway Authority or the Environment Agency as it is prone to water storage and minor flooding.

- Is a management company to manage the green space going to be contracted after the development is completed?

It will be a management company funded by residents that manages the green spaces on an ongoing basis; Mid Devon District Council and Cullompton Town Council were asked to manage it but declined to do so.

- Will feedback be provided when the design review panel has taken place?

Yes, once the Design Review Panel and the Planning Authority have been consulted. All documents and plans will be available on Taylor Wimpey's website.

- When will the ground be broken and how long will the development take?

Subject to permission, it is intended break ground November 2021 and is likely to take 2½-3 years to complete.

- Will fibre broadband be taken to every house?
- Is there sufficient storage for refuse?
- Is there room for larger vehicles?

All houses will have fibre to the home; thereafter, it is up to the customer to decide their own level of provision. Each dwelling will have an electric vehicle charging point and that there is sufficient storage for refuse either at the dwelling or, for those dwellings without space, a refuse collection point. Larger works vehicles are not generally permitted in Taylor Wimpey developments by way of a covenant; this covenant will appear at the search stage of the purchase process and this will, generally, deter those with large works type vehicles requiring parking space.

The Chair thanked Mr Harrison and Mr Brown for attending and for taking part honestly in a wide ranging question and answer session. The council looks forward to receiving formal notification that the Reserved Matters application has been submitted.