

Letter to Applicant
14/02554/OUT

SOF

Simon Fox

From: Simon Fox
Sent: 04 February 2016 17:44
To: ntimmis@abbeymanor.com
Subject: Up-Mudford
Attachments: SUE DevelopmentFramework.doc; SSDC 7 Attributes (short Version).doc; SWP design requirements for waste services.docx

Mr Timmis

Application 14/02554/OUT
Up-Mudford, Primrose Lane, Yeovil

In preparation for our meeting on Friday 12th I have noted the following areas we need to discuss to help progress matters:

- I want to take a critical look at the compliance with the YV2/YV5 policies with particular attention to the 30% non-car mode trip aspiration to do this I need to:
 - a. Understand the cycle strategy, interim, short and long term. There should be priority for cyclists at every road crossover.
 - b. Understand the bus routes, interim, short and long term and provision of off-site bus stops at strategic locations not currently benefitting from stops. The location of the bus gate by the neighbourhood centre needs to be discussed.
 - c. Understand the terms of the proposed Travel planning and its efficiency vs cost.
- We need to understand that the landscape issues raised by Robert Archer and Mudford PC have been taken into account and identify the key landscape areas (planting and open spaces) and their phasing, coupled with the 40% greenspace aspiration. Also what definition of greenspace are you using. As part of the Design Framework Document we will have drawings showing the greenspace and the key strategic landscaping blocks and a phasing plan. Cross sections are also needed to help explain the landscape mitigation approach, perhaps landscape modelling to show topographic and 3D images when landscaping is established. The ideal situation is to frontload as much strategic landscaping as possible tied to the s106. We do need to look at possibly removing the landscaping around the sports pitches to create a larger single area of open space.
- We need to understand that the heritage issues raised by Historic England and Mudford PC have been taken into account and how this is reflected in the masterplan drawing so this mitigation can be secured and protected by the s106 and Development Framework Document.
- We need to understand the issues raised by James Purkiss, SCC and Mudford PC have been fully taken into account with regards traffic and highways.
- At Keyford we have reverted the land for economic development areas to Use Class B1 only. This helps ensure a consistent approach to traffic generation and building design but would not preclude other employment generating uses being allowed via full applications after assessment of their own merits. Also most importantly it does not grant B2 and B8 uses adjacent to residential properties whereby amenity could be prejudiced. B8 uses may not create the high number of jobs the policy aspires to whilst other sui generis or mixed uses may also be appropriate. There is no way for me to approve an open consent for a number of uses whilst safeguarding residential amenity through noise, odour, traffic etc without a list of very constraining conditions, hence the approach to use B1 as a baseline and then deal with individual applications for any other uses as and when they come forward.
- We need to look at the break-down of affordable housing to ensure that what is being proposed and viability testing is actually what we need/want. The figures discussed with Strategic Housing are:
268 = 35% of 765 total dwellings, The starting point is 178 for social rent and 90 for shared ownership/intermediate. 25 per maximum cluster.
Of the 268 units - 1 bed units = 20%, 2 bed units = 62% (of which 2/3 to be bungalows), 3 bed houses = 10% and 4+bed = 8% (of which 1/3 5 bed houses and 1/3 bungalows).
The shared ownership units should be predominately the 2 and 3 bed units.

The location of the bungalows may also be best located where a lower density and low height profile is more appropriate as defined by the landscape assessment.

- There is a need to address the issues raised so far with the separate attenuation ponds application.
- We need to bottom out the situation and approach with regards to the gas pipeline.
- The Council has served a provisional Tree Preservation Order as we have at Keyford. I note the reps made by Boyer Planning and this will ensure we save the better trees on the site whilst ensuring we meet the policy objectives set out in Policy YV2 regarding landscape mitigation.
- We need to progress the formation of a Development Framework Document (DFD) that will bring together the key issues to inform the submission of Reserved Matters, link to the s106 in terms of the landscaping and open space and give a clear indication regarding the nature of the development proposed. I have set out the broad contents (attached). I have information from SWP and the Crime Prevention Officer to include which is attached.
- The DFD will also set out clearly the density ranges, storey heights and general material palette that will have informed the ES assessment.
- We need to look at parking standards for the development and the general principles with regard to on plot parking and/or the avoidance of parking courts.
- The Lyde Green 3D Visualisation sent to me this week is a good start in trying to explain the design rationale of the site. We need more of these around key areas to inform the DFD and to start showing the development as a place. The DFD will need to identify character areas and set out a vernacular.
- Submit as part of the DFD a statement regarding sustainable development as required by para 6.28 of the LP.
- Consider making all homes or a large percentage Lifetime Homes compliant and state the benefits of this in the DFD.
- We have spoken about trying to improve the visual aspects of the Lyde Rd access rather than the standard highway access arrangement currently shown. More planting, and a more varied surface material palette would give this key approach into the development a lift and the development an identity.
- Jon Fellingham has confirmed verbally to me that streetlighting will be necessary at Up-Mudford, however he has stated that the design can be tailored to the context. This should be mentioned in the DFD.
- Can you confirm the two LEAPs on site are 1000sqm in area and show 30m buffers? Can you also show a 135sqm mini-MUGA (called a combination goal) adj. to the mini football pitch with a 40m buffer. Can we also look at proposing a tennis court that will benefit all ages?
- I think it would also be worth adding a more academic angle to the Design Framework Document by appraising the development against garden city/suburb principles, publications by the TCPA are numerous plus Shaping Neighbourhoods, 2003 (Barton, Grant and Guise) and of course To-morrow: A Peaceful Path to Real Reform, 1898 (Howard).

Others issues:

- Although superfast broadband exists nearby - to ensure that such can be provided to the first and all phases of the development, including the school if progressed in advance. A letter of confirmation from BT Openreach would suffice. Or a realistic sense of timescales if part of a rolling programme. Public wi-fi within the local centre would also be an inviting and worthwhile addition.
- Update archaeological investigations.
- Update contaminated land investigations.
- Review the Sport England/Public Health England document 'Active Design' 2015 and provide a summary of compliance I can then ask Gary Parsons at Sport England to ratify/comment upon.
- Allied to this can I ask that within the viability modelling a sum of £10,000 be set aside as a community activity, club and society fund, to allow new groups and societies formed by Up-Mudford residents to access. The fund would be administered by yourself with SSDC involved in the awards of funds.

These matters and any residual issues raised by consultees need urgent attention. At present, based on the application as it stands, officers are unable to recommend approval of the application to members. This is a strategic allocation of significant importance and therefore we wish to work with you and the Parish Councils/local residents to achieve the best scheme possible.

Regards, Simon

Simon Fox

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SUE Development Framework

Purpose

Vision

Masterplan

Consultation

Principles – Garden Suburb/City approach

Character Areas – Styles, Materials, colour Palette (incl. employment areas)

Density and Building Heights

Street Hierarchy, Home Zones, Parking Provision

Bus Link + Routes (Interim and Long-Term)

Cycling and Walking Strategies

Neighbourhood Centre composition and links to Community Hall

Household Recycling and Refuse (Storage and Collection)

Public Realm

Structural Landscaping and Plot Planting specifications (TPOs)

SUDs and Services

Secure by Design Principles

Public Health

Ecology

Climate Change and Sustainable Development

Affordable Housing

Access For All

Lighting (Public and Private)

Sections 58 and 69 of the National Planning Policy Framework March 2012 both require crime and disorder and fear of crime to be considered in the design stage of a development and ask for:-

"Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion."

Safer Places sets out seven attributes which are relevant to crime prevention, which should be considered and applied in the design of new development. These relate to:

- Access and movement: places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security.
- Structure: places that are structured so that different uses do not cause conflict.
- Surveillance: places where all publicly accessible spaces are overlooked.
- Ownership: places that promote a sense of ownership, respect, territorial responsibility and community.
- Physical protection: places that include necessary, well-designed security features such as doors, windows & gates
- Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.
- Management and maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

Guidance is available from the 'Secure by Design' (SBD) website or from the Crime Prevention Design Advisor who's details are available on the SBD website.





Crime generators such as rear access paths/alleyways should be designed out to reduce the risk of domestic dwelling burglaries, theft from gardens, criminal damage, graffiti and anti-social behaviour



Public and private space can cause problems if it is not obvious who has territorial responsibility but can be defended with appropriate, realistic & cost effective methods



Rear parking courts should be avoided but if used they should be small, one entrance/exit with good surveillance potential from routinely used rooms (not bedrooms) of neighbouring properties. Residents are less likely to use them if they do not feel safe. Residents tend not to use their front doors as a result. Blank gable ends should also be avoided to promote a sense of place and provide natural surveillance thus reducing anonymity.



HOUSING DESIGN REQUIREMENTS FOR WASTE SERVICES

The Environmental Protection Act 1990 (section 46) and Building Regulations 2010 (Document H6) require adequate provision to be made for waste services. The following guidance for new housing developments in South Somerset details requirements to ensure sufficient space is provided for recycling and refuse containers, and that these are located to be accessible for residents, collectors and collection vehicles.

To encourage recycling, housing design should allow full sets of waste containers to be provided for each individual home. This is the preferred option, but, if necessary, communal collections using shared containers can be provided as an alternative.

Containers and waste services for individual homes

The standard recycling and refuse service for individual homes in Somerset involves:

- Weekly food waste collections using a kitchen caddy and external 23 litre bin.
- Weekly recycling collections using two recycling boxes (44 and 55 litres).
- Fortnightly refuse collections using a 180 litre wheeled bin (where homes have five or more residents 240 litre wheeled bins can be provided on request).
- Fortnightly garden waste collections (opt-in service with annual fee) using 180 litre wheeled bin.

Containers are provided by Somerset Waste Partnership and collections are all on the same day, with refuse and garden waste on alternating weeks. A storage point (or points) need to be available for all containers, which is convenient for use. A collection point is also needed for putting containers out, with space available for two recycling boxes, a food bin and a wheeled bin.

For four bedroom properties (and three bedroom where possible), space for a third recycling box should also be provided.

Storage and collection points should be positioned so it easy to move containers between the two locations. The collection point should be within the curtilage of the property, adjacent to the public highway and so normally at the front of the property.

Container footprints to determine areas for storage and collection points are as follows:

Container dimensions	Size	Width	Depth
Wheeled bin	180 litre	480 mm	730 mm
	240 litre	575 mm	735 mm
Recycling box	44 & 55 litre	650 mm	440 mm
Food waste bin	23 litre	320 mm	400 mm

Space is required around containers to allow access and for their movement.

Shared containers and waste services for communal collections

Where it is not possible to provide containers for each home, such as larger blocks of flats, shared communal containers can be used. 240 litre wheeled bins are provided to recycle mixed glass bottles and jars and mixed plastic bottles and cans, and either 2x 240 or a 660

or 1,100 litre bin are provided for paper and cardboard. In future, it is expected to increase the range of plastics collected and to add a 240 litre bin for food waste recycling. To allow for this development, the minimum space required for a communal collection needs to accommodate 5x 240 litre wheeled bins or 3x 240s and a 660 or 1,100 litre bin.

In addition, refuse is normally collected in 4-wheeled bins with capacities of 660 or 1,100 litres. For an annual fee, a shared garden waste service can be provided for communal collections using the same 180-litre bins as provided for collections from individual homes.

Shared containers can be collected from storage points. Recycling bins are normally free-standing in rows, although they can also be secured in a line to a frame where necessary.

Communal container footprints are as follows:

Container dimensions	Size	Width	Depth
2-wheeled bin	240 litre	575 mm	735 mm
4-wheeled bin	660 litre	1360 mm	780 mm
	1100 litre	1360 mm	1030 mm
Wheeled bins with frame and sign	4x 240 litre	2510 mm	900 mm

The following tables shows the numbers of dwellings served per container to allow the number of containers needed for multiple dwellings to be calculated.

Service	Container	Minimum dwellings per container	Maximum dwellings per container	Multiple containers considered?
Refuse or card and paper	1,100 litre wheeled bin	4	6	Yes
Refuse or card and paper	660 litre wheeled bin	3	3	Normally use 1,100 litre bin
Recycling	5x 240 litre bins*	10	20	Yes

* As indicated above, this could also be 3x 240s and a 660 or 1,100 litre bin.

Container location and pathways

Distances for taking waste to containers and for moving waste containers, both by residents and collectors, should be minimised as far as possible.

It is best practice (BS 5906) for collectors to have to move 2-wheeled bins by no more than 15m and 4-wheeled bins by no more than 10m. Reducing these distances increases collection efficiency and is desirable whenever possible.

Similarly, containers should be convenient for use. Residents should not be required to carry waste more than 30m and Building Regulations state "Containers should be within 25m of the waste collection point". Good design will seek to minimise these distances to increase convenience for residents.

Other factors to take into account when designing space for waste containers include:

- External storage areas for waste containers should be away from windows and ventilators and preferably be in shade or under shelter.
- Location should encourage the correct use of containers to separate materials for recycling and refuse bins should not be located in a more convenient position.
- The visual impact of waste storage areas and containers should be minimised, which may require enclosures or shelters to be considered.
- Container storage needs to be located to allow easy access for users but not be publicly accessible.
- Space is needed to open lids on wheeled bins and for boxes to be stored without stacking, but two boxes can be stacked at collection points.
- Containers should not need to be taken through a building, unless it is a porch, garage, car port or other open covered space.
- Container storage areas should be designed to avoid containers being blocked by other containers, inward opening doors or other obstructions.
- Clear, flat and solid surfaces are required for safe manoeuvring of wheeled bins and other containers.
- Paths for containers should be at least 1.2m wide and cambers must be avoided. Gradients should not exceed 1:12 and steps avoided (none for 4-wheeled bins and, if necessary, only up to 3 steps for 2-wheeled bins - up to 250 litres).
- Sufficient space is needed for safe manoeuvring of containers through doorways and angled and/or enclosed walkways.
- Door widths should be sized for the largest container and double doors may be necessary for communal storage areas.
- Collectors should be able to easily secure doors open.

Waste segregation inside the home

Storage for recycling, food waste and refuse within the home also needs to be easy to access, use and keep clean. Fire risks can be avoided through the provision of a well-designed area for containers within dwellings, especially for flats.

Enclosures, compounds or storage rooms

Building Regulations state:

- "Where enclosures, compounds or storage rooms are provided they should allow room for filling and emptying and provide a clear space of 150mm between and around the containers" and "should be a minimum of 2m high".
- "Enclosures should be permanently ventilated at the top and bottom and should have a paved impervious floor."
- "Communal storage areas should have provision for washing down and draining the floor into a system suitable for receiving a polluted effluent. Gullies should incorporate a trap which maintains a seal even during prolonged periods of disuse."

Access for collection vehicles

BS 5906 gives guidance on how street layouts and geometry should be designed to allow access for the collecting vehicle and waste collectors in sections 8.8.23 - 8.8.26. Key points are:

- Tracking software should be used to test road layouts for access.

- A minimum street width of 5m is recommended, but narrower widths can be used if on-street parking will be discouraged.
- Cul-de-sacs should provide turning circles.
- Vehicles reversing cause a significant hazard in waste collection and the maximum recommended distance should be 12m in a straight line free from obstacles and visual obstructions.

Collection vehicles should not have to reverse into a development from a major road or reverse onto a major road when exiting.

Access for loading is required. Somerset's recycling collection vehicles are loaded from the sides and refuse vehicle are loaded from the rear.

Access roads for collection vehicles must be constructed to Somerset County Council adoptable highway standards and be suitable for the weight of collection vehicles.

Sufficient space is needed for collection vehicles to have safe access and height clearance, including for bin lifts.

Housing developments should allow access for refuse collection vehicles weighing up to 32 tonnes when fully loaded, which are the largest used for household collections in Somerset. These vehicles are 11.4m long, 2.25m wide and 3.5m high. Other important dimensions are:

- Width at wing mirror height is 2.9m.
- Distance between front and rear axle mid-points is 6.45m.
- Distance between rear axle mid-point and end of the bin lift is 2.93m.

If it is not possible to accommodate 32 tonne refuse vehicles, smaller 26 tonne vehicles can be used where necessary. Dimensions are same except length, which is 10.4m.

Recycling vehicles are wider at 2.5m, which also need to be taken into account. Other dimensions are: 9.2m long, 3.6m high and 5m between axle mid-points.

Somerset Waste Partnership

Waste services in Somerset are managed by Somerset Waste Partnership (SWP), which is a joint team of officers working for all Somerset local authorities.

An expanded version of this guidance is available online at www.somersetwaste.gov.uk.

Design requirements may change with the adoption of new collection systems, but this guidance should give sufficient scope to allow for future developments.