

**5a 3/11/0872/RP - Erection of 111 dwellings and associated details of appearance, landscaping, layout and scale at Land south of Station Road, Watton At Stone for Barratt Homes**

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**Date of Receipt:** 18.05.2011

**Type:** Reserved Matters – Major

**Parish:** WATTON AT STONE

**Ward:** WATTON AT STONE

**RECOMMENDATION:**

- (A) That authority be delegated to the Director of Neighbourhood Services for officers to continue to negotiate with the applicants to secure the satisfactory reallocation of affordable housing units within the site to comply with Council's Affordable Housing SPD and the satisfactory redesign of units at Plots 1, 2 and 65 and 66 to address concerns about their massing, siting and design, in consultation with the Chairman of the Development Control Committee and Local Ward Member.

Subject to the satisfactory resolution of these issues, planning permission be **GRANTED** subject to the following conditions:

1. Three year time limit (1T121)
2. Boundary walls and fences (2E07)
3. Approved plans (2E10) '011104/BAR.NL/01, 02, 03, 04A, 05, A/E1, A/P1 A, B/E1, B/P1, B1/E1, B1/P1, B2/E1, B2/P1, C/E1, C/P1, C1/E1, C1/P1, D/E1, D/P1, D1/E1, D1/P1, D2/E1, D2/P1, E/E1, E/P1, F/E1, F/P1, G/E1, G/P1, G1/E1, G1/P1, H/E1, H/P1, J/E1, J/P1, J1/E1, J1/P1, K/E1, K/P1, L/E1, L/P1, M/E1, M/P1, N/E1, N/P1, 2BH/E1, 2BH/P1, 2BH-A/E1, 2BH-A/P1, 3BH/E1, 3BH/P1, 1BFA/E1, 1BFA/E2, 1BFA/E3, 1BFA/P1, 1BFA/P2, 1BFA/P3, 1BFB/E1, 1BFB/E2, 1BFB/P1, 1BFC/E1, 1BFC/P1, 1BFD1/E1, 1BFD1/P1, 1BFD2/E1, 1BFD2/P1, GAR-1/EP1, GAR-3/EP1, GAR-4/EP1, GAR-5/EP1, CP-1/EP1. STORY1, STOREY2, SS01, SS02, SS03, SS04, SS05, VIEW1, VIEW2, VIEW3
4. Samples of materials (2E123)
5. Prior to the commencement of the development hereby permitted, details of facilities to be provided for the storage and removal of refuse from the site, in respect of Plots 4, 16-23, 36, 53, 59, 110 and 111, shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details.

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Reason: In the interests of amenity and in accordance with Policy ENV1 of the East Herts Local Plan Second Review April 2007.

6. Prior to the commencement of the development hereby permitted, details of the arrangements to be implemented to ensure the management and maintenance of any non-adopted common areas of the site, including the estate roads, shall be submitted to and agreed in writing by the Local Planning Authority. Once agreed, those arrangements, which may constitute the formation of a Management Company, shall be implemented prior to the first occupation of any of the dwellings hereby permitted and thereafter remain implemented in perpetuity unless alternative arrangements are submitted to and agreed in writing by the Local Planning Authority.

Reason: To secure the long term maintenance of the common areas and estate roads and in the interest of safe access, residential and visual amenity.

7. Communal TV facilities (2E28) add 'for plots 16-23' after 'communal television reception facilities'
8. Tree retention and protection (4P053)
9. Hedge retention and protection (4P063)
10. Landscape design proposals (4P12)
11. Landscape design implementation (4P13) Add "for 10 years".
12. Withdrawal of P.D. (Part 2 Class A) (2E21)
13. Vehicular use of garage (5U10) Amended to include "and car ports".
14. The internal space dimensions of new garages and car ports shall comply with the standards as set out at Appendix C within the Council's SPD Vehicle Parking Provision at New Development 2008.

Reason: To enable the convenient use of garages for vehicle parking in accordance with Policy TR7 of the adopted East Herts Local Plan Second Review 2007.

15. Prior to the first occupation of the development, detailed plans for

the gating of private parking courts shall be submitted and approved in writing by the local planning authority. The gates shall be implemented and thereafter retained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason. In the interests of “Secured By Design” considerations and in accordance with Policy ENV3 of the adopted East Herts Local Plan Second Review 2007.

16. Prior to the commencement of development, a scheme for the implementation of energy efficiency measures within the development to secure at least 10% of the energy supply of the development from decentralized and renewable or low-carbon sources, shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved scheme.

Reason: To ensure the development assists in reducing climate change emissions in accordance with policy ENG1 of the East of England Plan May 2008 and policy SD1 of the East Herts Local Plan Second Review April 2007.

Directives:

1. Other legislation.
2. Outline permission relationship (07OP1) (insert: 22 December 2010 and 3/08/2054/OP).
3. Street Name and Numbering (19SN4).
4. The applicant is advised that in order to comply with Conditions of this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements including street lighting and Traffic Regulation Orders. The applicant is advised to contact the Eastern Herts Highways Area Office, Hertford House, Meadway Corporate Centre, Rutherford Close, Stevenage SG1 3HL (Telephone 01438 757880).
5. The applicant is advised that no works to the adoptable estate road shall commence until details of the specification, layout and

alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations have been approved by the highway authority in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place.

- (B) That authority also be delegated to the Director of Neighbourhood Services to determine, in consultation with the Chairman of the Development Control Committee and the Local Ward Member, when, whether and if the matters referred to in (A) above have been satisfactorily resolved. If such satisfactory resolution cannot be achieved, the Director be authorised to **REFUSE** planning permission on the basis of reasons which in his view are appropriate given the matters which may not have been resolved.

### Summary of Reasons for Decision

The proposal has been considered with regard to the policies of the Development Plan (East of England Plan May 2008, Hertfordshire County Structure Plan, Minerals Local Plan, Waste Local Plan and East Herts Local Plan Second Review April 2007), and in particular SD1, SD2, OSV1, OSV4, HSG3, HSG4, HSG6, GBC14, TR2, TR7, TR8, ENV1, ENV2, ENV3, ENV11, ENV16, ENV18, ENV19, ENV20, ENV21, BH1, BH2, BH3 and BH6. The balance of the considerations having regard to those policies and the outline planning permission (reference 3/08/2054/OP) granted in 2010 is that permission should be granted.

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### **1.0 Background:**

- 1.1 The application site is located to the west of the village of Watton-At-Stone, as shown on the attached OS extract. The site is bounded to the north by Station Road; to the south by Church Lane; to the east by the rear gardens of properties of Glebe Close and the local primary school; and to the west by the railway line beyond which lie open fields.
- 1.2 The site comprises a parcel of land of approximately 2.23 hectares in area with a 130 metre frontage onto Station Road and 115 metres frontage onto Church Lane. The site currently is an open field sown to oil seed rape. The site falls gently from the west to the east.
- 1.3 The surrounding area is characterised by late 20<sup>th</sup> Century residential properties; to the east are the two storey properties of Glebe Close; to the north east the properties of Hazeldell, with the Watton at Stone

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Railway Station and the higher density 1980's residential development of Moorymead Close to the north.

1.4 The proposed development consists of the details of 111 dwellings for both private and affordable housing as follows:

- Affordable housing consisting of:

- 15 x 1 bed apartments;
- 14 x 2 bed houses;
- 14 x 3 bed houses.

- Private housing consisting of:

- 2 x bed apartments
- 3 x 2 bed houses;
- 39 x 3 bed houses;
- 16 x 4 bed houses;
- 5 x 5 bed houses.

1.5 The tenure mix of the affordable housing units is for 75% rented and 25% shared equity to accord with the S106 agreement of the outline planning permission.

1.6 Parking provision for the development comprises 182 spaces overall with 20 being garages and 22 as car port / undercroft spaces.

1.7 The doctor's surgery and early years centre are not being pursued by Barrett's but these sites (to the east) are retained by the County Council. The applicant is contractually obliged to provide the road access from Station Road to the County site in the first instance to enable these facilities to be provided. Although no application has therefore been made for the early years centre and health facilities outlined in the original permission, consent for the eventual development remains in place.

1.8 Within the adopted Local Plan the site lies within an allocated housing site adjacent to the Metropolitan Green Belt.

## **2.0 Site History:**

2.1 The adoption of the East Herts Local Plan Second Review April 2007 saw the site designated as a Housing Site Allocation (relevant specific policy OSV4). This designation identified that the site could be used for residential purposes, and policy OSV4 (II) set an estimated number of dwellings for the site as 83 (50 open market, 33 affordable).

2.2 Following the allocation of the site as a housing site in the Local Plan outline planning permission was granted in 2010 for residential development, of unspecified dwelling numbers, on the site (reference 3/08/2054/OP). The outline application proposed residential and related uses; public open space; and community facilities to include an early year's centre and doctors' surgery but all detailed matters except for access were reserved for detailed application stage.

### **3.0 Consultation Responses:**

3.1 The Environment Agency initially objected to the application but has since confirmed they have no objection.

3.2 The East Herts Council's Engineer Section have commented that the site is within zone 1 and away from fluvial flood risk zones, with no records of historical flooding. They comment that there is a large amount of impermeable areas that may increase flooding to adjoining land and that due to the size of the site it would be preferable to have above ground sustainable drainage systems.

3.3 The Historic Environment Unit comment that the site is located within an Area of Archaeological significance (AAS) 126 and is adjacent to Area of Archaeological Significance 275. Cropmarks visible on aerial photographs suggest that the line of the Roman road (Historic Environment Record No 7660) which linked Verulamium (St Albans) and Colchester runs through the south end of the site, and Roman coins (HER 1553) have been found to the east. There is also substantial evidence of Roman occupation near the parish church, and evidence of medieval cultivation to the south of the road marking the southern boundary of the site. AAS 275, west of the railway, contains numerous cropmarks, including those of at least two prehistoric ring ditches (plough-raised burial mounds, HER 7663, 7667), and of the Roman road (HER 7664).

3.4 Herts Biological Records Centre (HBRC) comment that the submitted mitigation strategy is comprehensive and sufficient to secure the population of reptiles and that the development does not pose a threat to any European Protected Species subject to a number of recommendations.

3.5 Thames Water comment with no objection to sewerage infrastructure and state that surface water drainage is the responsibility of the developer.

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- 3.6 The Housing Development Officer has commented that it is expected that 40% affordable housing will be provided and confirms a split of 75% rented and 25% intermediate housing and that the tenure should be identified on plan. The provision is in two areas and the block of 25 units exceeds the guidance in the Council's SPD. To comply the block needs to be dispersed to no more than 17 units. The fact all housing will be built to lifetime standards is welcomed. She is interested to know if there are to be wheelchair units provided.
- 3.7 The Crime Prevention Design Advisor at Herts Constabulary has requested the gating of the parking court by plot 59 especially given the lack of active surveillance. Similar concerns to the parking court to the rear of plots 16 to 23. Comment that the practice of putting all the social housing in one block within an estate is discouraged – affordable housing should be spread around the site and the houses must be indistinguishable from the private. The applicant is encouraged to work for full *Secured By Design* accreditation for the whole site.
- 3.8 Herts Highways for the County Council advise they do not wish to restrict the grant of permission but request a number of planning conditions. They comment that the increase in numbers is acceptable in highways terms as is the level of parking. They will not consider adoption as public highway of any internal estate road with the exception of the main spine road leading to plot 30 and the adjacent site. A Management Company would be needed to ensure maintenance of private estate roads. The adopted highway must not include designated private parking within the area of public highway. This may impact upon the layout and design of the area fronting plots 85 - 88. (could be determined as part of S38 negotiations).
- 3.9 The S278 agreement for off site works will have to include the provision of a traffic regulation order at Station Road junction to restrict parked cars. With regards to traffic speed along Station Road it may be reasonable to utilise a proportion of the S106 contributions but this should be assessed after the development has occurred.
- 3.10 The Station Road boundary must ensure pedestrians are directed to the designated crossing point including a more convenient crossing point from the dwellings on the western half of the site.
- 3.11 In terms of S106 provisions further submissions are required for the Green Travel Plan and the Sustainable Transport contributions of £122625 is appropriate.
- 3.12 No comments have been received from Environmental Health, Natural

England, the Herts and Middlesex Wildlife Trust or the Landscape Officer.

#### **4.0 Parish Council Representations:**

4.1 Watton at Stone Parish Council are concerned that traffic calming and speed management should be addressed now rather than funding being set aside for future implementation. It requests:

- a ten year maintenance programme for landscaping within the site
- village residents in housing need to be awarded extra points when allocations are first made
- a footpath to connect the school allowing children to avoid Station Road

4.2 The development increases Watton at Stone by 10% and adds to the strain on stretched recreational facilities. They request contributions to play equipment, a new tennis court and the community hall.

4.3 The Parish Council are disappointed to see no provision for renewable energy and water conservation, a sensitive issue in view of pending wind turbine application and degradation of the River Beane.

4.4 Much was made of the Early Learning Centre and Medical Centre at public consultation stage and they wish for this to be delivered sooner rather than later.

#### **5.0 Other Representations:**

5.1 The applications have been advertised by way of press notice, site notice and neighbour notification.

5.2 Councillor Poulton comments that he foresees no problems with the increase in house numbers from the outline consent and is pleased with the 44 affordable houses, although has concern they are proposed on two sites rather than evenly distributed throughout the site. He also comments that he would have also liked to see these given to local people in the first instance. He raises concerns with highway matters and the strain that new houses will have on facilities in village - would like to see communication between East Herts Council and the Parish in respect of how to spend some of the S106 monies.

5.3 6 letters of representation have been received from residents of Glebe Close, Hazeldell and Station Road which can be summarised as



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follows:

- Houses sited too close to No. 41 Station Road – loss of privacy
- Overlooking to Glebe Close and Hazeldell properties
- Concern that no confirmation of when works will start
- Question whether the development will have an impact upon school places. Will the school expand?
- What is happening with the doctor's surgery and early years centre?
- Planning permission should be granted for the medical centre and early learning centre at the same time as the housing. Original presentation promised this as part of one scheme.
- Loss of Green Belt
- Loss of views – looking onto car park
- Parking court at end of garden causing disturbance
- Headlights from cars leaving the estate road will shine into back of their home due to ground levels
- Concern of flooding
- Highway concerns – average speeds on Station Road exceed 30mph. Query whether traffic calming will be incorporated?
- Can new population be incorporated into the village, with limited shops and industry
- Seek some of the units to be affordable
- Taller dwellings don't compliment the rest of the development
- Dwellings alongside 41 Station Road too high, not in keeping.
- Loss of field contrary to values proclaimed by recent DEFRA National Ecosystem Assessment report.
- Concern that there are protected species on site
- Concern with increase in number of houses from outline consent.

### **6.0 Policy:**

6.1 The relevant Local Plan policies in this application include the following:

- SD1 Making Development More Sustainable
- SD2 Settlement Hierarchy
- OSV1 Category 1 Villages
- OSV4 Housing Allocation – Category 1 Villages
- HSG3 Affordable Housing
- HSG4 Affordable Housing Criteria
- HSG6 Lifetime Homes
- GBC14 Landscape Character
- TR2 Access to New Developments

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- TR7 Car Parking – Standards
- TR8 Car Parking – Accessibility Contributions
- ENV1 Design and Environmental Quality
- ENV2 Landscaping
- ENV3 Planning Out Crime – New Development
- ENV11 Protection of Existing Hedgerows and Trees
- ENV16 Protected Species
- ENV18 Water Environment
- ENV19 Development in Areas Liable to Flood
- ENV20 Groundwater Protection
- ENV21 Surface Water Drainage
- BH1 Archaeology & New Development
- BH2 Archaeological Evaluations and Assessments
- BH3 Archaeological Conditions and Agreements

6.2 In addition, the Council's has relevant adopted Supplementary Planning Documents including

- Affordable Housing and Lifetime Homes 2008
- Open Space, Sport and Recreation 2009
- Planning Obligations 2008
- Vehicle Parking Provision at New Developments 2008

6.3 The following National policy guidance is also of relevance:  
Planning Policy Guidance 1: Delivering Sustainable Development,  
Planning Policy Statement 3: Housing National planning guidance

### **7.0 Considerations:**

7.1 The principle of the development and the access arrangements were approved at outline stage with detailed matters relating to appearance, landscaping, layout and scale reserved. The main issues for consideration in the determination of this application are therefore the acceptability of these details having regard to local plan policies.

7.2 Although the application is only for the housing part of the outline permission that is not a reason to object to the proposals as long as there is nothing in the housing scheme that prejudices the provision of the health and early year's elements.

### Layout and design

- 7.3 The immediate locality of the site, within Glebe Close and Hazeldell in particular is characterised by detached or semi-detached following a typical 'linear' type layout with a relatively low density and therefore well spaced development, an appearance which is accentuated by the generously sized garden spaces (Glebe Close in particular). The more recent development at Moorymead, whilst being of a higher density, still takes a fairly linear layout, in keeping with the neighbouring developments. The proposed development is considered to be a departure in some respects to that existing pattern of development, however, the layout of the dwellings in the surroundings are characteristic of their time of construction, and having regard to Government guidance on new residential development, it is not considered necessary to precisely replicate it. Therefore, whilst the pattern of development proposed may be somewhat different to that of the surrounding area, there is a provision of streets, green spaces, and landscaping that still reflect the character of the local area.
- 7.4 Looking at the layout of the site in more detail, the form of buildings to the Station Road frontage are aligned and positively address it in a way which respects the pattern of houses to the south side of Station Road. The applicant has suggested an amended siting of Plots 1 and 2 to improve the relationship. This layout provides an active frontage to the main road and adds interest as you enter the village from the west. As you enter the site, there is an attractive open aspect and a focal building at plots 65 – 66. This is designed as a more distinctive 3 storey structure which is sited to respond to its corner location. Officers have raised concerns with the scale and mass of this focal building, and whilst have no objection to the 3 storey height have sought amended plans for its detailed design. Members will note in the recommendation to this report, that delegated authority is sought to enable officers to continue to negotiate improvements to the massing, design and siting of the building at plots 1, 2 65 and 66. It is considered that further improvements can be achieved which, in this respect, will overcome remaining shortcomings of the scheme.
- 7.5 The layout is otherwise well designed with primary streets (the most formal in character), secondary streets (a transitional street being less formal) and tertiary streets (where the character is informal with mainly private shared surfaces). The S106 agreement includes provisions for rights of way to ensure public links to the new open spaces provided as part of the development, the school and the railway station. This will ensure the site becomes well integrated with the surrounding area. This addresses one of the points raised by the Parish Council.
- 7.6 The layout appears to be well spaced with access roads and dwellings

fronting the roads with small defensible landscaped spaces to the front creating relief within the grain of the development. The garden space of those dwellings generally appears to reflect the size of the property it serves. In this respect this element of the proposed development is not considered to represent a cramped or congested layout.

### Design - Scale and Appearance

- 7.7 Looking at the scale of the development, with exception of the 3 storey element at the central focal point plots 65 – 66 (which due to its central siting will not be unduly prominent from outside of the site) the dwellings vary from 1 ½ to 2 ½ storeys. This scale reflects the scale of development within the immediate locality and would ensure that the development assimilates well into the local built form.
- 7.8 The proposed design represents a mixture of building forms, predominantly terraced, albeit with a variation of elevational articulation. Features have been incorporated from a character appraisal of the local area and existing architectural features. The Arts and Crafts forms are considered to be appropriate and reflect the more successful detailing of the older village than the 1950's and 1970's suburban extensions. These include brick plinths and stone banding, floating stone headers above windows and stone surround to key windows and use of projecting bay windows, and variation in the roof ridge profile, all of which add to the high quality design of the development. A more limited range of materials will also help to bring a greater coherence to the development.
- 7.9 Officers have raised a concern about the design and physical bulk of the focal building at Plots 65 and 66 and proposed amendments have been forwarded. Whilst officers are fully in agreement with providing a local focal point in the design of the scheme they would like the applicant to present more ideas for this part of the site and, as above, the recommendation accordingly requests authority to enable further negotiations in respect of this part of the scheme.
- 7.10 Overall, it is considered that the proposed development would relate well to the scale and design of nearby residential buildings and the surrounding built form, and would reflect local distinctiveness. In this respect the proposal would therefore accord with policy ENV1 of the Local Plan.

### Landscaping

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- 7.11 The landscape scheme retains all existing trees and hedges, being strengthened with supplementary native tree planting to form 'tree corridors' with gaps within existing hedgerows filled with native hedgerows. Across the site further soft landscaping is being proposed by way of appropriate tree planting within the public and private realm taking into account the relationship with buildings and the drainage scheme, and shrub planting incorporated into the gardens of the dwellings.
- 7.12 In terms of the hard landscape plan, the parking courts and lay-bys have been designed with only a limited number of spaces in any one place to prevent the development being dominated by vehicles, and where appropriate softened by low growing shrubs and a hedge and climber scheme.
- 7.13 Some of the detailed matters relating to hard landscaping require clarification of materials and fully detailed soft landscaping plans are required to ensure the proposal are in keeping with the context of the surroundings. Such matters can be agreed through a planning condition which, for the reasons outlined above, is considered to be necessary.

#### Highways and Parking provision

- 7.14 The access to the site was agreed under the outline permission and the works here involve the widening of Station Road. The County recommends that the access roads within the development remain in private ownership so it is necessary for a management company to be established via the proposed S106 agreement. Only the main access road from Station Road to the doctor's surgery and early years centre will be adopted by the Highways Authority as wider public access is required to these facilities.
- 7.15 Their concerns about parking at the entrance from Station Road can be addressed via a S278 Highways Agreement as the applicant has confirmed they will fund a Traffic Regulation Order for this.
- 7.16 The concerns about visibility splays and detailing of the frontage to Station Road can be addressed via planning conditions. A plan has already been received which shows an improved pedestrian access to Station Road crossing from the North West side.
- 7.17 Parking provision proposed includes a mixture of parking spaces and garages located either directly on each plot or in the immediate vicinity of the plot. The Council's maximum standard in the SPD would equate to the provision of 229.5 spaces for a development of this scale. The

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development proposes 182 spaces overall (27 unallocated) which equates to an average of 1.64 spaces per dwelling. Members should consider that the Councils policies are based on the maximum level of provision and the advice in PPG13, which states that developers should not be required to provide more parking than they themselves wish, other than in exceptional circumstances, for example where there are significant implications for road safety.

- 7.18 The whole site is within 5 minutes walking time of the train station and there are footpaths into the village from the site to the public transport provisions and to the other community facilities and services, albeit limited, that Watton-at-Stone has to offer. No objections from the Highways Officer are made in respect of the level of parking provision and potential impact on highway safety. Accordingly, the level of parking provision is considered to be acceptable, in this case although it is recommended that the internal space standards of garages and car ports comply with the adopted SPD and a planning condition is recommended to that effect.

#### Neighbour Amenity

- 7.19 The main neighbour amenity issues relate to the relationship of existing dwellings with the layout and siting of the properties proposed within the development. Given the location of the site on the current periphery of the village there are relatively few immediate neighbours. The properties most affected by the proposal are the properties within Glebe Close whose gardens back onto the site, and the semi-detached properties of 39 and 41 Station Road. The properties in Glebe Close have long gardens of between 28 and 36 metres, backing onto the rear gardens of the proposed dwellings or parking areas. Given the long gardens and back to back distances of 44 metres would ensure that there is no unacceptable neighbour impact from overlooking, loss of light or similar. The layout of the development ensures that there are adequate distances from the 2 storey properties at 39 and 41 Station Road to prevent unreasonable overlooking, loss of light or similar. The layout of the development equally has an acceptable relationship with dwellings sited at a further distance with Moorymead and Hazeldell.

#### Affordable Housing

- 7.20 The affordable housing provision was originally proposed to be consolidated within two areas of the site, with 17 units sited to the eastern side of the site (plots 13 – 29) and with 27 units proposed to the north western area ( plots 77-87 and 96-111).

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- 7.21 The Council's Affordable Housing and Lifetime Homes Supplementary Planning Document (para 6.20) states that to achieve mixed, inclusive and sustainable communities, affordable housing should, on all sites, be distributed across the site and on sites incorporating 30 or more residential units, be provided in groups of no more than 15% of the total number of units being provided or 25 affordable units, whichever is the lesser. 15% of the proposed 111 dwellings sets a threshold of about 17 dwellings
- 7.22 Following the concerns of Officers on this issue, repeated by the local member and the Crime Prevention Design Advisor a revised provision of affordable housing in three separate areas has been presented. This comprises a smaller group of 20 dwellings in the north west corner of the site, the 17 dwellings to the east side and with 7 dwellings to the south west side. The applicant argues that this complies with the SPD because the affordable housing accesses onto five different streets.
- 7.23 However, while the revised allocation is an improvement it still does not meet the SPD Policy requirement as the 15% maximum is exceeded. Furthermore the 20 units provided are largely accessed from a single road rather than being on separate streets as argued by the applicant and this then tends to define the area in social terms. Although dispersing the affordable units may slow the delivery of the units it is accepted that this is preferable in the long run. Given that it is better to secure a much more diverse pattern of provision and rather than recommend refusal on this issue it is proposed that authority also be delegated in relation to this matter to enable officers to negotiate an improved provision as part of the development that complies with the minimum policy requirement as well as matching the objectives of the policy. Of course if Members wish to accept the current offered arrangement then the provision could be accepted in its current allocation in which case a suitably worded condition would be required to cover the provision.

#### Archaeological and ecological considerations

- 7.24 In respect of archaeology at the site, this was concluded during the outline consent, wherein it was considered reasonable and necessary to provide properly for the likely archaeological implications of the development proposal by way of imposing a condition.
- 7.25 An assessment of the development on protected species, including bats, badgers, nesting birds, reptiles, slow worms, retiles, badgers and birds was equally fully considered on the outline consent and conditions imposed to ensure that there would be no adverse impact.

Drainage/ Flooding issues

7.26 In respect of flooding and drainage issues, the Environment Agency have again been consulted on this application, and initially raised an objection stating that the Flood Risk Assessment fails to maximise the use of Sustainable Urban Drainage Systems or to demonstrate that all the proposed soakaways will function effectively. There have been further discussions between the agent and the Environment Agency in regards to reaching a resolution on this matter and the Environment Agency now raise no objection to the scheme proposed but in any event it is also important to note that in terms of the determination of this application, there is a condition on the outline permission that states that details of a scheme to incorporate a sustainable surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority.

**8.0 Conclusion**

8.1 Having regard to the above, it is considered that subject to finalising the arrangement of affordable housing (and the details of plots 1 -2 and 65 – 66) then the reserved matters from the previous outline application under reference 3/08/2054/OP are acceptable. As this application is a reserved matters application, the Council must ensure that conditions are not unnecessarily replicated from the previous outline planning permission.

8.2 A S106 agreement is required to secure the long term management of the non adopted roads within the development. Otherwise, having regard to the advice in Circular 11/95, the conditions as listed at the commencement of this report are considered to be necessary, and subject to these conditions it is recommended that planning permission be granted.