

RAGLAN HOUSING ASSOCIATION

**ERECTION OF 26 No. AFFORDABLE HOUSES AND ASSOCIATED PARKING ON LAND AT JUNCTION OF A358 AND STOKE ROAD ADJOINING LABURNUM TERRACE, HENLADE, RUISHTON**

Location: LAND TO SOUTH WEST OF THE JUNCTION OF A358 AND STOKE ROAD, HENLADE

Grid Reference: 326928.124011

Reserved Matters

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**RECOMMENDATION AND REASON(S)**

Recommended Decision: Conditional Approval

**RECOMMENDED CONDITION(S) (if applicable)**

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

- (A3) DrNo 12.45.01A Location Plan
- (A1) DrNo 12.45.02 Site Survey with Site Boundary
- (A1) DrNo 12.45.09E Proposed Site Layout
- (A1) DrNo 12.45.16A Proposed House Types A, B and B1
- (A1) DrNo 12.45.17A Proposed House Types C, C1 and E
- (A1) DrNo 12.45.18A Street Frontage Elevations
- (A3) DrNo 12.45.19 Proposed Site Roof/Block Plan
- (A1) DrNo SPP.1772.1 Vegetation Appraisal
- (A1) DrNo SPP.1772.2 Landscape Masterplan
- (A2) DrNo SPP.1772.3 Public Open Space

Reason: For the avoidance of doubt and in the interests of proper planning.

2. The applicant shall ensure that all vehicles leaving the site are in such condition as not to emit dust or deposit mud, slurry or other debris on the highway. In particular (but without prejudice to the foregoing), efficient means shall be installed, maintained and employed for cleaning the wheels of all lorries leaving site, details of which shall have been agreed in advance in writing by the Local Planning Authority and fully implemented prior to the commencement of development, and thereafter maintained until the use of the site discontinues.

Reason: in the interests of highway safety

3. Before the dwellings hereby permitted are first occupied, a 1.8m wide footway

shall be constructed over the entire frontage of the site in accordance with a specification to be approved in writing by the Local Planning Authority.

Reason: in the interests of highway safety

4. The proposed roads, including footpaths and turning spaces where applicable, shall be constructed in such a manner as to ensure that each dwelling before it is occupied shall be served by a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.

Reason: In the interests of highway safety

5. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out and thereafter retained as such, in accordance with the approved details as above, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development does not harm the character and appearance of the area.

#### Notes to Applicant

1. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the applicant and has negotiated amendments to the application to enable the grant of planning permission.
2. Having regard to the powers of the Highway Authority under the Highways Act 1980 the applicant is advised that the creation of the new access will require a Section 184 Permit. This must be obtained from the Highway Service Manager for the Taunton Deane Area the Highways Depot, Burton Place, Taunton, Tel No. 0845 345 9155. Application for such a permit should be made at least four weeks before access works are intended to commence.

#### **PROPOSAL**

This is an application for the approval of reserved matters for the erection of 26 affordable houses on a site of approximately 0.6 hectares.

The proposal is outside of the defined development limits for Henlade and has been put forward as a rural exception scheme (the applicants are Raglan Housing Association). Access would be gained from Stoke Road, approximately 60 metres south of the Stoke Road/A358 junction.

The layout proposes two storey houses facing inwards towards a central green space and play area. The central road area would be shared surface with off street parking for 48 vehicles. The residential mix is:

2 x one-bed house  
14 x two-bed houses  
10 x three-bed houses

As an exception site, 100% of the dwellings would be affordable, local needs, housing.

## **SITE DESCRIPTION AND HISTORY**

The site is on the corner of the A358 and Stoke Road in the centre of Henlade. It is outside, but adjoining the defined development limits and comprises part of a larger field with substantial hedges on the north and east, but no natural boundary to the south. To the west of the site are some existing barns which are to be demolished.

Members considered the planning application for 100% affordable housing in June 2012. They resolved to grant consent subject to the applicant entering into a Section 106 Agreement to secure:

- 100% Local Needs Affordable Housing that will remain in perpetuity.
- On-site children's play space
- A contribution towards the provision of facilities for active outdoor recreation.
- The provision of public art
- Highway mitigation works consisting of widening of footways on the A358 together with widening and improvement of the existing pedestrian refuges and replacement bus shelters.
- The provision of high friction surfacing on the A358.

The Section 106 Agreement was completed and planning permission issued in December 2013.

## **CONSULTATION AND REPRESENTATION RESPONSES**

### **Consultees**

*RUISHTON & THORNFALCON PARISH COUNCIL* – object

### **DRAINAGE**

• At the Public Consultation 'assurances were given that the surface water run off would be attenuated by oversized pipes and storage tanks to ensure that this would not exceed green field run off rates in accordance with the requirement of Condition 7 of the Outline Planning Approval'. It was also stated 'that the intention was for the surface water from the adopted highways to be discharged after attenuation, to existing highway drains and for the surface water from the houses to be dealt with, after attenuation, by percolation on site, if possible.'

• Concerns were expressed that this is now not the case and that the surface water

from the proposed highways and dwellings after being conveyed by gravity to a Geo-cellular attenuation tank located within the adjoining land to the south will be discharged to an existing watercourse to the south, namely Lower Henlade. May we point out that Lower Henlade has been flooded, not just the road but people's homes, several times over the last year and is in fact currently flooded.

- Please note that it is proposed to discharge the water via a pump at a rate of 4 litres per second but the E.A. general policy is to ensure that water discharge is at a much lower rate than the greenfield site, and 2 litres per second per hectare of land would be about normal. This site is 0.6 hectare and they are proposing 4 litres per second - one tonne every 4 mins 10 secs into an area known to flood!
- We were told at the exhibition held in Ruishton Village Hall in April 2013 that there would be NO water sent to Lower Henlade. Taunton Deane and Somerset County Council officers are aware that Lower Henlade floods and it is essential that this development does not exacerbate the existing problems. The Planning Authority will be held to account should this development add to the flooding situation.

It is imperative that the Planning Committee Councillors give these points their full consideration.

#### PARKING

- It is stated by the applicant that 'the provision for parking is in accordance with that proposed at the outline planning stage and is set at a level that is appropriate for a site of affordable housing with excellent public transport links, to encourage sustainable modes of transport'.
- We consider this statement to be flawed; the applicants set great store on the proximity of the Park and Ride. May we point out that the bus service that operates from there and the daily bus service that passes near the development is not a reason for the suitability of the site and is used as an excuse to limit the number of parking spaces. At present, the Park and Ride is inefficient and unreliable; this was highlighted by ourselves at the Outline Planning stage but was ignored.
- We would however point out that in January 2014 the Somerset County Council were so concerned that they called upon the bus operator to submit a recovery plan in an attempt to overcome the reliability problem.
- With regard to the bus service that runs through Henlade on the A358, their reliability is very much dependent on traffic conditions on a road that is recognised as the busiest in Somerset, with traffic at a standstill at peak periods which means the bus service cannot be relied upon to keep to their time tables.
- This will mean that families on the development will have to rely on their own transport and this should be recognised by increasing the number of parking spaces provided. Failure to do so will lead to vehicles parking in Stoke Road which would be detrimental to other road users and residents. If the numbers of parking spaces are not increased then a penalty clause should be inserted in any planning permissions given that impose the responsibility on Raglan Housing to provide additional parking if required.

#### AFFORDABLE HOUSING

- Regarding design there is no provision for the disabled in any of the houses; this should be accommodated in new build affordable homes.

#### BUS SHELTER ON A358

- The Parish Council currently own, insure and clean the bus shelter and we have not been consulted on the provision on a replacement. As SCC intend to unilaterally provide a replacement clarification is needed as to whether they will be taking over the responsibility for this new shelter

#### FIELD ACCESS

- We notice there is a proposal for an entrance from the development with access to the field to provide access for farm vehicles which was not part of the plans approved in the Outline Permissions. As an affordable housing development there will be a large number of children whose safety will be compromised by the agricultural vehicles going in and out of the development. Please note that just down the road the old entrance to the field could be reopened to overcome this problem.

#### PLAY AREA

- There is a concern that the play area has nothing to stop cars parking on it.

#### DECISION

- As the decision on this application is being made by the Planning Committee (made up by District Councillors) and that the Parish Council has no say in any decision reached, may we ask that all members of the Committee vote on the application and not abstain as happened with the previous application for this site.

*SCC - CHIEF EDUCATION OFFICER* – no comments received

#### *SCC - TRANSPORT DEVELOPMENT GROUP* –

This proposal is a reserved matters application in relation to outline planning application 31/07/0033 which was permitted in December 2013 therefore the principle of development in this location is accepted.

Part of the permission to grant required the applicant to enter into a S106 agreement, which secured a number of different elements, which included highway mitigation works. As these have been secured via the legal agreement they will be subject to full technical approval prior to any works being carried out on the adopted highway. The Highway Authority is of the opinion that these items have now been address and therefore consequently this response will only focus on the internal layout and point of access.

The internal site layout has been assessed and the Highway Authority has the following comments to make.

At the point of access the applicant must make allowances for the resurfacing of the full width of Stoke Road where disturbed by the extended construction and to overlap each construction layer of the carriageway by a minimum of 300mm. Cores may need to be taken within Stoke Road to ascertain the thickness of the existing

bituminous macadam layers. Drawing 12.45.09 E shows that part of the access arrangements was a provision of a new footway. The applicant should note that this footway must not result in the narrowing of the existing carriageway. The access will also provide visibility splays of 2.4m x 60m to the north and 2.4m x 90m to the south. These are considered to be acceptable and in accordance with the outline approval. However the applicant should note that there is an electricity pole within Stoke Road, which is in close proximity to proposed location of the site access. Consequently it might need to be relocated. The applicant will therefore be required to contact the appropriate statutory undertaker to discuss the repositioning of the pole. Finally on the point of access the gradient of the proposed access road should not, at any point, be steeper than 1:20 for a distance of 10.0m from its junction with Stoke Road.

Turning to the internal layout the applicant should be made aware that it is likely that the parts of the internal layout of the site will result in the laying out of a private street and as such under Sections 219-225 of the Highways Act 1980, will be subject to the Advance Payments Code.

The proposed block paved shared surface carriageway should be designed so that channel gradients are no slacker than 1:80 to aid the dispersal of surface water. Furthermore the applicant will need to make sure that no doors, gates or low-level windows, utility boxes, down pipes or porches are to obstruct footways/shared surface roads. The highway limits shall be limited to that area of the footway/carriageway clear of all private service boxes, inspection chambers, rainwater pipes, vent pipes, meter boxes (including wall mounted) and steps. Other general points the applicant should be aware of is where private access paths crossover the prospective public highway margins they should be constructed as per typical bitmac footway specifications. Paving slabs will not be permitted. Any proposed ramp within the carriageway should be constructed as per typical bituminous macadam carriageway specification. From experience the Highway Authority has found that the use of setts within ramps causes maintenance liabilities due to the setts becoming dislodged or sinking.

In terms of visibility adoptable 17.0m forward visibility splays will be required across the inside corners of the estate road(s). There shall be no obstruction to visibility within these areas that exceeds a height greater than 600mm above adjoining carriageway level. All required visibility splays should be clearly indicated within all future revisions of the site layout drawings.

The submitted plan shows a pedestrian link between plots 12 and 13 which will provide direct access from the application site onto the A358 could well be used by a combination of pedestrians and cyclists and therefore should be constructed to a width of 3.0m to accommodate the shared use. Adoptable visibility splays based on dimensions of 2.0m x 20m, as measured from the back edge of the highway boundary will be required at the interface of this link with the existing footway along the A358. There shall be no obstruction to visibility within the splays that exceeds a height greater than 300mm above the adjoining ground level. The southern end of this link should be off set from the parking bay for plot 8. The submitted drawing shows the link terminating within the confines of the parking bay.

An adoptable 2.0m hardened margin will be required at the end of the adoptable carriageway adjacent to the northern boundary of plot 3. Furthermore all grass

margins should not be laid up to vertical faces. The last 200mm should be of a hardened material (mowing strip). The applicant will also need to confirm who will be responsible for the future maintenance of the grass verges contained within the highway boundary. Somerset County Council are not in a position where they are able to take on their future maintenance as such will the Housing Association be maintaining these verges?

All proposed tandem parking bays should be constructed to a minimum length of 10.5m as measured from the back edge of the prospective public highway boundary. Parking bays that but up against any form of structure (boundary wall/footpath/planted areas) should be constructed to a minimum length of 5.5m, again, as measured from the back edge of the proposed highway boundary. Proposed planting immediately adjacent to parking bays should be of a ground-level variety so that intervisibility between motorists within the carriageway and those accessing parking bays is not restricted.

Planting within adoptable areas will require a commuted sum payable by the developer. Under Section 141 of the Highways Act 1980, no tree or shrub shall be planted within 4.5m of the centreline of a made up carriageway. Trees are to be a minimum distance of 5.0m from buildings, 3.0m from drainage/services and 1.0m from the carriageway edge. Root barriers of a type to be approved by Somerset County Council will be required for all trees that are to be planted adjacent to the back edge of the highway to prevent future structural damage to the highway. Any planting immediately adjacent to the back edge of the highway must be supported by the submission of a planting schedule to Somerset County Council for checking/approval purposes.

In terms of retaining structures within the site Somerset County Council, as the Highway Authority, will need to be assured as to the safety and durability of any retaining structure, to be adopted or remain within private ownership, that are within 3.67m of the highway boundary and/or which has a retained height of 1.37m above or below the highway boundary. Detailed design drawings and calculations will need to be submitted to Somerset County Council for checking/approval purposes prior to any works commencing on site.

Finally on layout any access gates to the new field access should be set back a minimum distance of 10.0m from the back edge of the prospective public highway boundary.

Moving onto drainage, where works have to be undertaken within or adjoining the public highway a section 50 licence will be required. These are obtainable from the Streetworks Co-ordinator (0845 345 9155). Where an outfall, drain or pipe will discharge into an existing drain, pipe or watercourse not maintainable by the Local Highway Authority, written evidence of the consent of the authority or owner responsible for the existing drain will be required with a copy forwarded to Somerset County Council. In terms of the attenuation tank that is to be constructed within the adjoining land to the south of the development site would the applicant be able to confirm the future maintenance liabilities.

The Environment Agency, Inland Drainage Board and Riparian land owners should be consulted as to whether or not any existing ditches or watercourses within the development site are to be piped or require culverts. Any such works will require the

approval of the Local Authority under Section 263 of the Public Health Act 1936. The developer must keep highways, including drains and ditches, in the vicinity of the application site free from mud, debris and dust arising from the works at all times. The applicant shall make sure that the contractor's construction vehicles, when leaving the site, do not carry out deposit mud or debris onto the highway and shall provide such materials, labour and equipment as necessary to ensure compliance with this requirement.

Finally additional points that the applicant should be made aware of for during the construction phase. Firstly the developer will be held responsible for any damage caused to the public highway by construction traffic proceeding to or from the site. Construction traffic will be classed as 'extra-ordinary traffic' on public highways. Photographs shall be taken by the developer's representative in the presence of the Highway Supervisor showing the condition of the existing public highway network adjacent to the site and a schedule of defects agreed prior to works commencing on site. Secondly the existing public highway must not be used as roads or sites for stockpiling and storing plant, materials or equipment. The developer shall be liable for the cost or reinstatement if any damage has been caused to the highway.

Therefore to conclude the internal site arrangements are considered to be broadly acceptable however there are some points that need to be addressed. However these are not sufficient to warrant an objection on highway grounds.

Suggests planning conditions

#### *DRAINAGE ENGINEER –*

I have no objection following correspondence received from the applicants consulting engineer dated 24<sup>th</sup> February giving details of limited discharge of 2 litre/second, on site below ground storage of approximately 250m<sup>3</sup> and full adoption of surface water sewers, pump station, headwall and underground storage system. Details of the correspondence will be forwarded separately and should form part of any planning approval given.

#### *HOUSING ENABLING –*

The housing enabling lead is supportive of this application. It provides a broad choice of affordable housing for both rented and shared ownership and will significantly contribute to meeting the local housing need. The homes will be built to Code for Sustainable Homes Level 3 and meet the Homes and Communities Agency design and quality standards.

*LEISURE DEVELOPMENT –* comments awaited

#### *LANDSCAPE –*

Subject to detailed landscape proposals and protection of existing hedgerows during construction the proposals are acceptable.

## *BIODIVERSITY –*

A badger survey should be carried out this spring to confirm the status of the badge sett to the west of the site within the derelict barn and to inform the licence application. As the proposal is to demolish the barn and destroy the sett a licence will be required from Natural England.

The wildlife strategy required by condition 6 of 31/07/0033 does not appear to have been submitted.

## **Representations**

22 Letters of OBJECTION which raise the following issues:

### Principle

- There is no need for more housing.
- How will people take their children to primary school.
- There are not enough services for affordable housing in Henlade.
- It would be detrimental to the rural nature of the village.
- Will more houses be built on the rest of the field?
- Increase in traffic noise and disturbance in the local area.
- The bus service is not reliable and people will be forced to use their cars.
- There are no bus services after 18.05 pm or on Sundays or Public Holidays.
- Disturbance from children who live at the new development.
- This is not an appropriate site for affordable housing (distance and accessibility to local services).
- It should be a development for older people in one bedroom bungalows to free up larger houses in Taunton.
- Anti-social behaviour.
- The site is outside of the development boundary and there are no special circumstances to allow development.
- People will park on Stoke Road causing more congestion.

### Highways

- The A358 is a busy and dangerous road.
- The junction between Stoke Road and the A358 is already busy and would become busier and more dangerous.
- This would result in blocking existing residential accesses.
- The back lanes into Taunton would become busier.
- A sensible control of vehicle speeds within the 30mph limit from greenway Lane and Stoke Road junction should be provided.
- Crossing the A358 (to access services) is not safe.
- Bus companies should be made to maintain adequate services and stop at the bus stops by the site.
- Not enough parking is proposed.
- Not enough visitor parking is proposed.
- What would stop residents using the visitor parking spaces?

- The agricultural access could lead to vehicle/pedestrian conflicts.
- Shared space within the development is dangerous.
- How would you stop people parking in the spaces proposed for the existing dwellings at 2 and 3 Laburnum Terrace?
- Construction traffic should not use Lower Henlade.
- Construction traffic will result in mud on the road.
- The proposed pavement front the corner of Stoke Road towards the Post Office is too narrow.
- No garages are proposed..

### Drainage

- Surface water is going to be diverted to Lower Henlade which already suffers from flooding problems.
- The water will be stored and then pumped to an existing watercourse to the south which would not be able cope with the extra water.
- Stoke road already acts like a river when there are heavy downpours.
- Sewage should not be sent to Lower Henlade.
- Who will maintain the surface water holding tank?
- Road drainage at the A358/Stoke Road junction is in urgent need of improvement.
- Has the Environment Agency given their approval to discharge water to Lower Henlade?
- A surface water discharge rate of 4 litres per second equates to a tonne of water every 4 minutes.
- Photographs submitted showing most recent flooding.
- The highway TRICs information is out of date.

### Other

- Pollution levels in Henlade are already high and more vehicles would add to this.
- There is a retirement park next to the site and increased pollution would have an adverse effect on those with health problems.
- Disturbance from construction phase.
- There is no provision for disable accommodation.
- Existing hedges should be maintained.
- The play area will not entertain children.
- What is the protection for nesting birds?
- Will the affordable housing become 100% owner occupied in the future?
- The local primary school is full.
- Hedgerows will not be protected.
- The occupants of the houses will suffer noise and disturbance from the A358.

## **PLANNING POLICIES**

NPPF - National Planning Policy Framework,

CP8 - CP 8 ENVIRONMENT,

C4 - TDBCLP - Standards of Provision of Recreational Open Space,

CP4 - TD CORE STRATEGY - HOUSING,  
SP1 - TD CORE STRATEGY SUSTAINABLE DEVELOPMENT LOCATIONS,  
DM1 - TD CORE STRATEGY - GENERAL REQUIREMENTS,  
DM2 - TD CORE STRATEGY - DEV,

## **LOCAL FINANCE CONSIDERATIONS**

The development of this site would result in payment to the Council of the New Homes Bonus.

### 1 Year Payment

Taunton Deane Borough Council (Lower Tier Authority)	£35,336
Somerset County Council (Upper Tier Authority)	£8,834

### 6 Year Payment

Taunton Deane Borough Council (Lower Tier Authority)	£212,015
Somerset County Council (Upper Tier Authority)	£53,004

## **DETERMINING ISSUES AND CONSIDERATIONS**

### Principle of Development

The principle of development has been established by the granting of outline planning permission for 100% affordable housing. This is a reserved matters application where the Council are being asked to determine the appearance of the buildings, access within the site, landscaping, layout and scale.

### Layout and Design

The layout is inward facing rather than fronting onto the A358 and Stoke Road. Development in the surrounding area generally faces the roads and the proposal is at odds with this general layout. However, the site is raised and has existing hedgerows fronting onto these roads which would provide a screen to the rear of the houses. The means of access off Stoke Road and the central play area with shared surface roads do need to be overlooked and this provides the opportunity and justification for adopting an inward facing development. It allows for surveillance of the communal areas and provides for a sense of place that is less likely to be achieved if each individual dwelling fronted the main road.

The design of the dwellings is simple and comprises a mix of semi detached and terraced properties. Materials would be a mix of brick and render under an artificial slate roof which would be in keeping with the local area. It is also proposed to use solar thermal roof panels to provide hot water.

The layout and design of the dwellings is considered to be acceptable.

### Highways and Parking

The off site highway works to the A358 were considered and secured as part of the outline planning application. These form part of the existing Section 106 Agreement. Also the impact that 26 houses would have on the local highway network was considered and forms part of the principle of development accepted at the outline stage.

It is necessary to consider the internal road layout as part of the reserved matters application and the Highways Authority have made some detailed comments about construction of what would be a private street. Many of these details would be secured by the existing planning condition on the outline planning consent that require full plans and details to be agreed. This is normal practice when dealing with planning applications and allows for some of the detailed construction to be agreed prior to works commencing on site. With regard to the general layout, the highways authority have made comments which have been passed on to the applicants, however, they conclude that the internal site arrangements are broadly acceptable and any points which need to be addressed are not sufficient to warrant an objection of highways grounds. They recommend a number of planning conditions of which some do not pass the test of necessity or are already secured on the outline planning permission. It is recommended that only the conditions which pass the test of necessity are imposed should planning permission be granted.

48 parking spaces are proposed for the 26 houses and for 3 existing houses in Laburnum Terrace. This is above the Local plan policy of a maximum 1.5 spaces per dwelling across a development. The County Highways Parking Strategy recommends that the optimum parking stands should be 56 spaces for the new development which would include 5 visitor spaces. It should be noted that the County Council parking strategy is based on a general mix of open market and affordable housing rather than 100% affordable housing and also does not take into account the proximity of a specific development to public transport links. It also assumes that 1.5 spaces are required for each 1-bed property, 2 spaces per 2-bed property and 2.5 spaces per 3-bed property.

Given that the amount of parking proposed exceeds the maximum set out in the adopted local plan, but does not meet the optimum standard set out by the County Highways Authority, it is considered that it would be unreasonable to withhold permission on these grounds. The Highways Authority have not made any comment on the park in their consultation response where they would have had the opportunity to object. The outline planning application stated that there would be 45 parking spaces and this was accepted at that time. The applicants are a Registered Provider of affordable housing and will manage the development in the same way as they manage other developments. They understand their parking requirements for their tenants, which will be different to the requirements of unmanaged open market housing.

### Drainage

The drainage strategy that was submitted with the outline planning application advised that there were no surface water sewers in the vicinity of the development site and that the nearest watercourse is to the south of the development site at Lower Henlade. It recommended that a new off site surface water sewer be constructed to connect to that watercourse.

The Council Drainage Engineer noted that the surface water was to be attenuated on site before being discharged in the watercourse and recommended that the developer investigated the use of SUDs to limit discharge rates. He also recommended a planning condition be imposed to secure details of the drainage scheme. The following condition exists on the outline planning consent.

*No Development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of proposed on site storage, where run-off rates have been limited to those from a 1 in 1 year storm on the greenfield site, the details shall clarify the intended future ownership and maintenance provision for drainage works serving the site. Details of exceedance flow paths and depths should be mapped and shown to be safe.*

*Reason: To ensure that the site is adequately drained without having a detrimental adverse effect off-site in accordance with the provisions of the NPPF*

It is not necessary to discharge this planning condition as part of the reserved matters application however the council needs to be satisfied that the layout of a development allows for appropriate surface water storage prior to its discharge.

The submitted drainage strategy proposed that the surface water will be stored in an underground cellular tank before being pumped through new pipework to that watercourse. The details originally proposed a 200 cubic metre tank with a discharge rate of 4 litres per second, however, after further correspondence with the Council's Drainage Engineer, the discharge rate has been halved to 2 litres per second and the tank increased in size to 250 cubic metres to accommodate this lower rate. An alternative development of a surface attenuation pond was considered, but was dismissed due to the gradients required and greater difficulty in limiting the discharge rate.

The consultant engineers who have designed the surface water scheme have advised that the rate of discharge would be one quarter of the existing greenfield run-off rate and the Council's Drainage Engineer has concluded that this is acceptable.

The residents of Lower Henlade have submitted photographs and details of recent flooding and they point out that currently, due to the local topography, existing surface water from the development site does not drain southwards to Lower Henlade and therefore this development would result in more surface water being directed towards them. The Council's Drainage Engineer is aware of the recent flooding and has made his comments accordingly.

### On site Play

The outline planning application established the principle the children's play should be provided on site. This has influenced the layout of the development as discussed above. Central play areas which have natural surveillance are desirable and the public open space has been designed by landscape architects to provide a natural play area. The area is proposed to be landscaped with mounds and 'ravines' that have benches, bridges, log stump trails and rope swing. It would be necessary to ensure that there is appropriate segregation from parking spaces which could be achieved

in a number of ways such as timber trip rails or low timber bollards and planting.

### Conclusion

The principle of 26 affordable houses has already been considered and established by the granting of outline planning permission. This application for reserved matters is considered to comprise an acceptable layout that respects the character of the area makes provision for on site children's play and open space and provides an appropriate level of parking. The drainage details are considered to be acceptable in relation to the reserved matters application and the condition on the outline application will still need to be discharged separately. It is therefore recommended that planning permission be granted.

**In preparing this report the Planning Officer has considered fully the implications and requirements of the Human Rights Act 1998.**

**CONTACT OFFICER: Mr B Kitching Tel: 01823 358695**