

38/14/0076

MI-SPACE (UK) LTD

**ERECTION OF 5 No AFFORDABLE HOUSING DWELLINGS ON LAND KNOWN AS AREA F, FIREPOOL LOCK, TAUNTON**

Location: AREA F, FIREPOOL LOCK, TAUNTON, SOMERSET, TA1

Grid Reference: 323440.125421

Full Planning Permission

---

**RECOMMENDATION AND REASON(S)**

Recommended Decision: Conditional Approval subject to the applicants entering into a Section 106 Legal Agreement to secure the following:

- 25% Affordable Housing to be provided on-site
- A contribution towards the provision of off-site children's play or on-site provision with long term maintenance and management agreements.

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

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: In accordance with the provisions of Section 91 Town and Country Planning Act 1990 (as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004).

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

(A3) DrNo 2960\_PL\_02 Rev A Location Plan  
(A1) DrNo 2960\_L\_011 Proposed Layout Plan  
(A1) DrNo 2960\_L\_051 Unit 1-5 Ground & First Floor Plan  
(A1) DrNo 2960\_L\_111 Unit 1-5 Elevations

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

3. Before the proposal hereby permitted is occupied a properly consolidated and surfaced access shall be constructed (not loose stone or gravel) details of which shall have been submitted to and approved in writing by the Local Planning Authority. The access shall be constructed in accordance with the agreed design and shall be maintained in the agreed form thereafter at all times.

Reason: In the interests of highway safety

4. Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority. Such provision shall be installed before the proposal is first occupied and thereafter maintained at all times.

Reason: In the interests of highway safety

5. The area allocated for parking and turning on the submitted plan, shall be kept clear of obstruction and shall not be used other than for parking and turning of vehicles in connection with the development hereby permitted.

Reason: In the interests of highway safety

6. Prior to the commencement of the development, a Travel Plan is to be submitted to and approved in writing by the Local Planning Authority. Such Travel Plan should include soft and hard measures to promote sustainable travel as well as targets and safeguards by which to measure the success of the plan. There should be a timetable for implementation of the measures and for the monitoring of travel habits. The development shall not be occupied unless the agreed measures are being implemented in accordance with the agreed timetable. The measures should continue to be implemented as long as any part of the development is occupied.

Reason: To reduce reliance on the private motor car.

7. No development, excluding site works, shall begin until a panel of the proposed materials measuring at least 1m x 1m has been built on the site agreed in writing by the Local Planning Authority. The development shall be completed in accordance with the agreed details and thereafter maintained as such, 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.

8. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The agreed boundary treatment shall be completed before the buildings are occupied and thereafter maintained as such, 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.

9. (i) Before any part of the permitted development is commenced, a landscaping scheme, which shall include details of the species, siting and numbers to be planted, shall be submitted to and approved in writing by the Local Planning Authority.

- (ii) The scheme shall be completely carried out within the first available planting season from the date of commencement of the development, or as otherwise extended with the agreement in writing of the Local Planning Authority.
- (iii) For a period of five years after the completion of each landscaping scheme, the trees and shrubs shall be protected and maintained in a healthy weed free condition and any trees or shrubs that cease to grow shall be replaced by trees or shrubs of similar size and species, or the appropriate trees or shrubs as may be approved in writing by the Local Planning Authority.

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

10. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions (a) to (c) below have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition (d) has been complied with in relation to that contamination.

a) Site Characterisation

An investigation and risk assessment, must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- The collection and interpretation of relevant information to form a conceptual model of the site, and a preliminary risk assessment of all the likely pollutant linkages.
- If the preliminary risk assessment identifies any potentially significant pollutant linkages a ground investigation shall be carried out, to provide further information on the location, type and concentration of contaminants in the soil and groundwater and other characteristics that can influence the behaviour of the contaminants.
- An assessment of the potential risks to
  - human health,
  - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - adjoining land,
  - groundwater and surface waters,
  - ecological systems,
  - archaeological sites and ancient monuments;

This must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination,

CLR 11” and other authoritative guidance.

b) Submission of Remediation Scheme

If any unacceptable risks are identified as a result of the investigation and assessment referred to in a) above, a detailed remediation scheme to bring the site to a condition suitable for the intended use must be prepared. This should detail the works required to remove any unacceptable risks to human health, buildings and other property and the natural and historical environment, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures.

c) Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

d) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of section a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of section b), which is subject to the approval in writing of the Local Planning Authority.

e) Verification of remedial works

Following completion of measures identified in the approved remediation scheme a verification report (referred to in PPS23 as a validation report) must be produced. The report should demonstrate the effectiveness of the remedial works.

A statement should also be provided by the developer which is signed by some one in a position to confirm that the works detailed in the approved scheme have been carried out (The Local Planning Authority can provide a draft Remediation Certificate when the details of the remediation scheme have been approved at stage b) above).

The verification report and signed statement are subject to the approval in writing of the Local Planning Authority.

f) Long Term Monitoring and Maintenance

If a monitoring and maintenance scheme is required as part of the approved

remediation scheme, reports must be prepared and submitted to the Local Planning Authority for approval until the remediation objectives have been achieved.

All works must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and other authoritative guidance.

Reason: To ensure that land contamination can be dealt with adequately to prevent any harm to the health, safety or amenity of any users of the development, in accordance with Taunton Deane Core Strategy Policy DM1(f) and paragraphs 120-122 of the National Planning Policy Framework.

11. Prior to the commencement of any development works, the applicant shall, examine the premises/land and identify what measures, if any, may be necessary to ensure that noise from existing sources and the proposed strategic road will not be detrimental to the amenity of the occupants of the premises on the completed development.

The applicant shall submit to the Planning Authority all details of any sound reduction scheme recommended and the reasoning upon which any such scheme is based. Such details are to be agreed, in writing, by the Planning Authority prior to the commencement of development works. All works that form part of the scheme shall be completed before the development is occupied.

Reason. To ensure the amenity of residential premises is not adversely affected by noise from traffic and rail sources.

#### 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.

#### **PROPOSAL**

This is a full application for the erection of 5 dwellings on the site in a two storey terrace on the Firepool Lock site – also known as East Goods Yard. There is an associated application for the erection 19 flats in a four storey building of which would result in an overall development of 24 residential units. The combined development proposes 27 car parking spaces, 5 motorcycle parking spaces and 38 cycle storage spaces.

The design of the development has taken a lead from the adjoining buildings of both Waterside House and the Crest development. The terrace of 5 dwellings are 2 storey with a traditional steep pitched roof and the 4 storey block is a v-shaped

building that has a central core with the apartments on the outside edge. The development would combine the use of render and timber cladding with grey coloured windows.

It is proposed that all of the units would be affordable dwellings and developed by Knightstone.

## **SITE DESCRIPTION AND HISTORY**

Area F is on the eastern side of Firepool Lock between the Knightstone development of Waterside House and Winkworth Way. Planning permission has previously been granted to raise the level of the land to the same height as the rest of the development site on Firepool Lock and the railway line. Part of that ground raising has taken place as part of the adjoining development.

The site is higher than Winkworth Way which passes underneath the railway and faces onto a new pedestrian and cycle route that links to the adjoining development site.

### Relevant Planning History

An outline application was submitted in 1999 to redevelop the former East Goods Yard for a mix of uses including residential, B1 employment, conversion of pumphouse, access road and new canalside walkway. Permission was granted in August 2004 (ref 38/99/0394).

In 2009 a reserved matters application was submitted by Knightstone Housing Association for 108 apartments that was compliant with the approved masterplan and has been completed. This provided the affordable housing element of the outline planning permission. (ref 38/09/0190)

In 2012, reserved matters consent was granted for the erection of 240 house and apartments on the larger site and these are currently under construction. (refs 38/11/0595 and 38/11/059)

## **CONSULTATION AND REPRESENTATION RESPONSES**

### **Consultees**

*SCC - TRANSPORT DEVELOPMENT GROUP –*

### Traffic Movement and Impact

A Transport Statement has been submitted with the planning application, which has set out the impact of the proposal on the surrounding highway network. From the details provided the applicant has indicated that the proposal would result in one additional vehicle every five minutes in the AM peak and one additional vehicle in the PM peak. Based on these details it is unlikely that this proposal would result in a significant increase in vehicle movements.

In regards to site accessibility, this is considered to be in sustainable location, with access to pedestrian and cycling routes and the railway station. Bus stops are slightly further away than is ideal however this is likely to improve in the long time. Relatively frequent bus services do run from these stops providing links to Bridgwater, Minehead and Wellington.

In terms of the level of parking provision the Transport Statement has proposed 27 parking spaces for the site. Having referred to Somerset County Council's Parking Strategy the Highway Authority is satisfied that a suitable level of parking has been proposed for the application site.

Regarding other forms of parking the applicant has made provision of cycle storage for each of the residential units. As for remaining units the applicant has proposed 32 cycle parking spaces these will be split between a secure covered storage area for the apartments and a further six in a secure location within the main building. Provision has been made for motorcycle parking within the site.

To conclude the Highway Authority is satisfied that the proposal will not have a significant impact on the surrounding highway network. Whilst in terms of parking the applicant has provided a sufficient level of parking that is in keeping with Somerset County Council's parking standards.

### Travel Plan

The applicant makes reference to previous application 38/13/0035, which was dealt with by the Local Planning Authority in 2013 this was accompanied by a Travel Plan Statement. However from reviewing this submission it appears that no Travel Plan document has been submitted. Therefore the applicant is required to submit a Measures Only Travel Statement, guidance on what this document needs to include can be found on Somerset County Council's web site.

### Layout

Having reviewed the details show on the submitted drawings the Highway Authority is of the opinion that the internal layout will remain privately managed. In terms of drainage the site the applicant has proposed to connect to the existing drainage system. This is considered to be acceptable although the applicant should note that permission should be sort from the body that maintains the drainage system before a connection is made.

### Conclusion and Recommendation

Taking into account the above information the Highway Authority is satisfied that this proposal will not have a detrimental traffic impact on the surrounding highway network. Furthermore the level of parking provision is considered to be acceptable, whilst the internal layout and proposed drainage is considered to be acceptable.

The only outstanding issue relates to the submission of a Measures Only Travel Statement as the applicant has not provided any details at this stage.

## Water Supply and Waste Connections

New water supply and waste water connections will be required from Wessex water to serve this proposed development. Application forms and guidance information is available from the Developer Services web pages at our website

[www.wessexwater.co.uk](http://www.wessexwater.co.uk) .

Please note that DEFRA intend to implement new regulations that will require the adoption of all new private sewers. All connections subject to these new regulations will require a signed adoption agreement with Wessex Water before any drainage works commence.

Further information can be obtained from our New Connections Team by telephoning 01225 526222 for Water Supply and 01225 526333 for Waste Water.

## Protection of Existing Assets .

A public water main/public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing water mains/public sewers. It is recommended that the applicant contacts Wessex Water Sewer Protection Team for further advice on this matter.

Building over existing water mains/public sewers will not be permitted (without agreement) from Wessex Water under Building Regulations.

## Building Near to a Public Sewer

No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Wessex Water.

## Separate Sewer Systems .

Separate systems of drainage will be required to serve the proposed development. No surface water connections will be permitted to the foul sewer system.

*DRAINAGE ENGINEER* – no comments

*SCC - DEVELOPMENT CONTROL ARCHAEOLOGIST* –

As far as we are aware there are limited or no archaeological implications to this proposal and we therefore have no objections on archaeological grounds

*ENVIRONMENT AGENCY* – no comments received

*POLICE ARCHITECTURAL LIAISON OFFICER* –

Orientation of Dwellings – dwellings are still positioned to face one another, which is recommended, and the block of flats should provide enhanced surveillance



opportunities.

Communal Area – the communal area has been relocated from the centre of the development, where there were good surveillance opportunities, to a position to the west of the row of houses where there is more limited surveillance (although I presume it is overlooked from Waterside House). Any ASB occurring in this area could adversely affect the occupants of Unit 1 so, in addition to the footpath, there should be an appropriate buffer between the ‘Grassed Area’ and the gable end of Unit 1.

Dwelling Boundaries – a closeboard fence to a height of 2 metres is proposed to surround the site boundary and rear access footpaths appear to be gated at the entrances, both of which are recommended.

Car Parking – a large proportion of the parking spaces appear to be some distance away from the dwellings they serve with limited natural surveillance from owners’ homes (although again I assume there will be surveillance from Riverside House). The layout of the car park is such that the majority of vehicle owners will want to park in the spaces to the front of the row of houses, where their vehicles are in sight, possibly resulting in parking disputes etc. I suspect that a number of the proposed parking spaces to the west of the development may not be used for their intended purpose.

Cycle Storage – the cycle store has been relocated and an integral cycle store serving the block of flats is now proposed, which is recommended. Cycle storage for the houses will presumably be in the garden sheds which is also appropriate. A more substantial Bin/Recycling Store is also proposed in an area which is well overlooked.

Access Control in Block of Flats – doors in communal entrances should incorporate an access control system comprising an electronic lock release and visitor door entry system providing audio/visual communication linked to each dwelling.

Doors/Windows – all external ground floor and easily accessible doors and windows and all flat entrance doors should comply with PAS 24:2012 to offer minimum standards of security.

Secured by Design(SBD) – additional comprehensive information is available on the SBD website – [www.securedbydesign.com](http://www.securedbydesign.com)

### *HOUSING ENABLING –*

The housing enabling lead supports this application as it will provide much needed town centre affordable housing.

The application, considered jointly with planning application 38/13/0035 will provide a total of 24 affordable homes. The scheme is receiving Government funding and therefore can not be considered as part of a planning obligation elsewhere. In the event a 100% affordable housing scheme does not progress, the affordable housing planning obligation will be 25% in line with Council policy.

The tenure for this scheme to meet the Government funding requirements is

## Affordable Rent.

The affordable housing should meet the Homes and Communities Agency Design and Quality Standards 2007, including at least Code for Sustainable Homes Level 3 or such Standards which may supercede at the date of approval of the full application / reserved matters application.

The developer should seek to provide the Housing Association tied units from Taunton Deane's preferred affordable housing development partners list. It is understood the Government Funding has been secured through one of Taunton Deane's main partners – Knightstone Housing Association.

## *LEISURE DEVELOPMENT –*

In accordance with Local Plan policy C4, provision for play and active recreation should be made for the residents of these dwellings.

A contribution of £2,994.00 per each 2 bed+ dwelling should be made towards the provision of children's play. The contribution to be spent on additional facilities for the benefit of the new residents within the vicinity of the development.

## *THE CANAL & RIVER TRUST (FORMERLY BRITISH WATERWAYS) –*

No comments to make

## *ENVIRONMENTAL HEALTH - NOISE & POLLUTION –*

### Noise

The site is close to the railway line, therefore, the developer should ensure that the properties are designed and built so that there is an acceptable noise level in any of the properties.

A report has been submitted with the application - Noise and Vibration Report, January 2013, Hydrock.

The report includes details of a noise survey that was carried out in 2007 for a development adjacent to this site although a similar distance from the railway. It compares measured levels to those give in Planning Policy Guidance 24 (which has been withdrawn, but the criteria in it can still be used for reference). It concludes that the development area lies within Noise Exposure Category B, where noise should be taken into account when considering applications and conditions imposed to ensure an adequate level of protection. (It would be useful for the report to clarify how the data measured at a nearby site was used to determine the predicted noise levels on the application site).

The report makes recommendations for glazing and ventilation so that internal noise levels will meet the levels given in World Health Organisation guidance.

The report suggests that thermal double glazing will provide sufficient noise

attenuation and that acoustic ventilation will also be required to allow occupants to have background ventilation without having to open windows.

However, the level of noise attenuation provided by standard double glazing does vary. The developer should provide a more detailed specification for the glazing and acoustic ventilation and then confirm that what will be used on site meets this requirement. I would recommend that a condition is used to ensure that this is carried out (example attached, the report that has been submitted could be used to satisfy part of the condition)

### Contaminated Land

I am not aware of the history of the application site, however, the area around this site has been used for various commercial uses over the years and so there is the potential that this piece of land could have had a similar use. There were also some buildings/sheds on the site which could have contained asbestos cement sheeting. Therefore, I would recommend a condition to require an investigation and risk

Area F, Firepool 38/13/0035. MA 32648 28/2/13 assessment (copy attached). I am aware that a number of site investigations have been carried out for the adjacent development and it would be acceptable for some of the desk study information from these reports to be used for this application.

*NETWORK RAIL* – no comments received

### LANDSACPE LEAD

Just to confirm that regarding the above application my main area of concern is the eastern boundary frontage along the edge of Winkworth Way. Depending on the embankment profile there should be scope for scrub planting, such as Hazel, with a fence at the top of the bank and tree planting at 10m centres. There is scope within the rest of the site for some large tree planting along the cycle way and mini green. Landscape details required.

### **Representations**

As both this application and application 38/14/0076 relate to one larger development, the representations on each application are being reported together.

A combined total of 15 letters of OBJECTION have been received which raise the following issues:

- Concerns about parking problems when new bridge is complete and further congestion
- Already parking problems in the areas
- There is no outdoor play space in the areas – which is home to many children
- The site would be better used as a playspace
- The site would be better used as a Carpark
- Parking problems will occur in Obridge Road
- There is too much development already in the area

- More flats would result in more antisocial behaviour
- Loss of privacy to Waterside House
- Affordable housing is segregated from the rest of the development
- Loss of light to upper floors of Waterside House
- The site has previously flooded and the ground raising that has taken place will direct the floodwater elsewhere.
- No road access should be allowed from Winkworth Way

## **PLANNING POLICIES**

SD1 - SD 1 TDBC Presumption in Favour of Sustain. Dev,  
 CP1 - TD CORE STRAT. CLIMATE CHANGE,  
 CP3 - TD CORE STRATEGY - TOWN AND OTHER CENTRES,  
 CP4 - TD CORE STRATEGY - HOUSING,  
 CP6 - TD CORE STRATEGY - TRANSPORT AND ACCESSIBILITY,  
 CP7 - TD CORE STRATEGY - INFRASTRUCTURE,  
 CP8 - CP 8 ENVIRONMENT,  
 SP1 - TD CORE STRATEGY SUSTAINABLE DEVELOPMENT LOCATIONS,  
 SP2 - TD CORE STRATEGY - REALISING THE VISION FOR TAUNTON,  
 DM1 - TD CORE STRATEGY - GENERAL REQUIREMENTS,  
 DM4 - TD CORE STRATEGY - DESIGN,  
 FP3 - TTCAAP - Firepool Lock,  
 TR2 - TTCAAP - Parking in New Development,  
 TR3 - TTCAAP - Smarter Choices,  
 ED1 - TTCAAP - Design,  
 ED4 - TTCAAP - Density,  
 IM1 - TTCAAP - Priorities for Developer Funding,  
 IM2 - TTCAAP - Approach to Viability,  
 C4 - TDBCLP - Standards of Provision of Recreational Open Space,

## **LOCAL FINANCE CONSIDERATIONS**

The application is for residential development in Taunton where the Community Infrastructure Levy (CIL) is £70 per square metre. Based on current rates, the CIL receipt for the total amount of floorspace is approximately £119,560. However, relief is available on affordable housing and if all of the units are provided as affordable, the CIL receipt would be £0

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)	£32,618
Somerset County Council (Upper Tier Authority)	£8,154

### 6 Year Payment

Taunton Deane Borough Council (Lower Tier Authority)	£195,706
Somerset County Council (Upper Tier Authority)	£48,926

## **DETERMINING ISSUES AND CONSIDERATIONS**

### Principle

This is a brownfield site in the centre of Taunton that has been allocated for residential development. As a central site, it has been planned for higher densities of development with a greater proportion of apartments. Residential development is acceptable in principle in accordance with the provisions of the Core Strategy and the Taunton Town Centre Area Action Plan.

### Affordable Housing

The Core Strategy set out a delivery of 17,000 homes over the period 2008 – 2028 with the Taunton Urban Area acting as the primary focus. The plan seeks to deliver around 4,000 new affordable housing units and therefore a target of 25% of all new housing should be in the form of affordable units. It is proposed that Knightstone will deliver all 24 units as affordable housing. The Housing Development and Enabling Manager has commented on both applications and states that the scheme is receiving Government funding and therefore cannot be considered as part of a planning obligation elsewhere. In the event a 100% affordable housing scheme does not progress, the affordable housing planning obligation will be 25% in line with Council policy.

It is therefore considered necessary to provide a minimum of 25% affordable housing which will be secured by a section 106 Legal Agreement.

### Parking

It is proposed to provide 27 parking spaces for the 24 dwellings which is the optimum standard set out in the Somerset Parking Strategy produced by the County Council. In addition, there will be cycle parking within the development and spaces for 5 motorcycles. Objections have been raised by existing local residents that there is not enough parking to serve the existing developments, however, this proposal needs to provide for its own needs and does so by providing more than 1 space per dwelling. It is compliant with Policy Tr2 of the Taunton Town Centre Area Action Plan which sets out maximum parking standards of 1 parking space per apartment. All of the spaces are located within the development site and will be accessed off the NIDR and Abbey Close. There will be no vehicle access from Winkworth Way.

The proposed development includes the optimum amount of parking required and is therefore considered to be acceptable.

### Design

The design of the development follows that on the adjoining site with similar forms and materials. It is a contemporary approach using render and timber cladding, with steeply pitched roofs on the terrace of houses. The roof of the apartment block would have a single ply roof that would match the adjoining development. It is

considered that the design is appropriate and would respect the new character of the surrounding area.

The bank that slopes down to Winkworth Way needs to be landscaped with scrub planting and details of a landscaping scheme can be secured by planning condition. It would also be necessary to secure details of the boundary treatments as part of that scheme.

### Residential Amenity

The front of the proposed terrace of houses will be approximately 24 metres from Waterside House and the car parking area will be in the area in-between. There will be no adverse harm from overlooking at this distance and the 2 storey dwellings are located in such a way that the main outlook is down Abbey Close. It is therefore considered that the residential amenity of existing residents in waterside House and future residents of the houses will be at an acceptable level.

The block of 19 apartments will be approximately 12-14 metres from the approved 3 storey apartment block on the adjoining Crest development. Between the two blocks is the existing pedestrian and cycle way that follows the line of the main sewer pipe that crosses the canal. It is considered that as both of these blocks face onto the public realm and pedestrian/cycle route, that this distance is sufficient and comparable to other streets within the larger development. There will be planting between the two blocks on either side of the pedestrian/cycle route which will provide the necessary low level screening from users of the path.

### Flood risk and Drainage.

The site already benefits from planning permission to raise the land as part of a larger consent for the re-grading of the entire East Goods Yard site. This will take any new development well above potential flood levels and to the same height as the surrounding properties. Surface water drainage from the site will be directed to the existing SUDs attenuation pond on the land to the east. This pond was constructed to attenuate the surface water from the new road and parts of the larger East Goods Yard site.

### Noise

The site adjoins the railway line, but the designs have been amended so that the built development is further away and at a similar distance as the other residential development in the area. The Environmental Health officer as recommended a condition to ensure that adequate noise attenuation features are but into the development so as to avoid harmful disturbance from trains on the main line.

### Play

A small amenity space has been built into the layout of the development which would be between the houses and railway line. The submitted details do not show this to be an equipped area for play. The Leisure Development Officer has suggested that a contribution of £2,994.00 per 2-bed dwelling should be made towards the provision of children's play which would be spent on additional facilities for the benefit of the new residents of the development. It is considered that it is

appropriate for family housing to provide for children's play and this could be either secured by contribution for off-site provision or by onsite provision that is subsequently managed and maintained.

### Conclusion

The site is located in an area allocated for residential development consisting of apartments and houses. Although it is proposed that it will be 100% affordable housing, it is necessary to secure a minimum of 25% affordable housing in accordance with the Core Strategy. The design and layout of the development is acceptable and optimum levels of car parking are to be provided. Planning conditions can be used to secure additional information and detail where required and therefore it is recommended that planning permission is granted for both applications.

**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**