

48/13/0081

REDROW HOMES (SOUTH WEST) Ltd

APPLICATION FOR THE APPROVAL OF RESERVED MATTERS IN RELATION TO PHASE 6 OF OUTLINE APPLICATION 48/05/0072 FOR THE ERECTION OF 73 No. DWELLINGS INCLUDING INFRASTRUCTURE, OPEN SPACE AND LANDSCAPING ON LAND OFF BRIDGWATER ROAD, MONKTON HEATHFIELD

Location: STREET RECORD, BISHOPS CLOSE, BATHPOOL, TAUNTON

Grid Reference: 326209.127015

Reserved Matters

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:

- (A1) DrNo RHSW.5315.02.SL001 Rev J Site Layout
- (A1) DrNo RHSW.5315.02.SL002 Rev C Indicative Slab Levels
- (A1) DrNo RHSW.5315.02.SH001 Rev C Storey Heights
- (A1) DrNo RHSW.5315.02.MP001 Rev C Materials Plan
- (A1) DrNo RHSW.5315.02.AP001 Rev B Adoption Plan
- (A1) DrNo RHSW.5315.02.EP001 Rev E Enclosures Plan
- (A0) DrNo RHSW.5315.02.LP001 Rev A Location Plan
- (A0) DrNo RHSW.5315.02.SS001 Rev B Street Scenes
- (A0) DrNo RHSW.5315.02.SS002 Rev B Street Scenes
- (A1) DrNo RED17988-15D 1 of 6 Landscape Proposals
- (A1) DrNo RED17988-15D 2 of 6 Landscape Proposals
- (A1) DrNo RED17988-15D 3 of 6 Landscape Proposals
- (A1) DrNo RED17988-15D 4 of 6 Landscape Proposals
- (A1) DrNo RED17988-15D 5 of 6 Landscape Proposals
- (A1) DrNo RED17988-15D 6 of 6 Landscape Proposals
- (A3) House Type Booklet (C)
- (A0) DrNo 204-1 Rev A Section 278 General Arrangement
- (A1) DrNo 204-2 Rev A Section 278 Location Plan
- (A0) DrNo 204-3 Section 278 Contours and White Lining
- (A1) DrNo 210-1 Section 278 General Arrangement
- (A1) DrNo 210-2 Section 278 Location Plan

- (A1) DrNo RHSW.5315.02.AP001 Rev E Adoption Plan
- (A1) DrNo RHSW.5315.02.EP001 Rev H Enclosure Plan
- (A1) DrNo RHSW.5315.02.MP001 Rev F Materials Plan
- (A1) DrNo RHSW.5315.02.SH001 Rev E Storey Heights

(A1) DrNo RHSW.5315.02.SL001 Rev M Site Layout
(A1) DrNo RHSW.5315.02.SL002 Rev E Indicative Slab Levels
(A0) DrNo RHSW.5315.02.SS001 Rev D Street Scenes
House Type Booklet (D)

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

2. No development shall commence on site until the necessary reserved matters or other written approvals have been granted for the following details and where required fully provided on site in accordance with the approved details:

- Internal spine road
- Surface water drainage arrangements
- Public open space (including landscaping) and Children's play area for the land immediately to the east of the site and included within planning application 48/14/0015
- Strategic cycle and footpath network
- Phase 2 Wildlife Management Plan
- Revised Design Code
- Landscape strategy and management plan

Reason: To ensure that the necessary infrastructure details and other provisions are agreed and in place for an acceptable development of Phase R6.

3. Only those materials specified in the application shall be used in carrying out the development hereby permitted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development does not harm the character and appearance of the area in accordance with Policy DM1 of the Taunton Deane Core Strategy.

4. The development hereby permitted shall not gain vehicular access to the existing A38 (Bridgwater Road) from the proposed junction (immediately to the south of this site) with the internal spine road until the Eastern Relief Road has been implemented, constructed and is open for public use and the traffic calming scheme (including bus gates) has been approved and implemented on the A38 between the northern and southern junctions of the Eastern Relief Road unless such a traffic calming scheme cannot be implemented under the terms of the S106 agreement with Somerset County Council as the Highway Authority.

In such an event the development shall not have access onto the existing A38 (Bridgwater Road) until the Eastern Relief Road has been implemented, constructed and is open for public use and the right hand turn lane and associated works indicated on Drawings No. ACC 5066-JBR 2308-204-1 Rev A and ACC 5066-JBR 2308-204-3 rev A (or an alternative right hand turn lane detail that may be approved under planning application 48/14/0009) has been

constructed in accordance with those details.

Reason: In the interests of highway safety.

5. The proposed estate roads, footpaths, footways, tactile paving, cycleways, verges, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhangs margins, multi purpose crossing, embankments, visibility splays, accesses, carriageway gradients, drive gradients and associated furniture and works shall be constructed in accordance with the approved highway details. The roads shall be laid out prior to the occupation of any dwelling, or any dwelling in an agreed phase of the development that may have been agreed by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed estate is laid out in a proper manner.

6. No part of the private access or driveways shall be laid out at a gradient steeper than 1 in 10.

Reason: In the interests of highway safety.

7. Prior to the occupation of 50% of the dwellings hereby permitted the public open space and children's play area located on land identified as the Central Parkland North immediately to the east of the site and illustrated on plan number JBR2397_304_P1 shall be provided on site in accordance with the approved details and available for public use.

Reason This is the first development of phase 2 of the allocated site. The land is located in a position which is remote from existing public open space or children's play area facilities and it is important for new residents that adequate provision of such facilities is available within a reasonable walking distance of the dwellings (400m)

8. The approved noise bunds adjacent to the proposed Eastern Relief Road shall be completed prior to the occupation of any adjacent dwellings (plots hereby approved and shall thereafter be maintained in accordance with those approved details.

Reason: To ensure that levels of noise from the traffic using the new Eastern Relief Road is acceptable for new residents.

Notes to Applicant

1. You are reminded of the need to comply with the conditions of the outline approval 48/05/0072 and the requirements of the S106 agreement between the consortium and Somerset County Council and Unilateral Undertaking with

Taunton deane Borough Council.

2. The S106 and UU attached to the outline planning permission incorporates a various trigger points associated with development. You are advised that these trigger points relate to the phasing plan attached to those documents and should not be confused with the phasing currently being used for development purposes.
3. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way and has imposed planning conditions to enable the grant of planning permission.

PROPOSAL

The proposal is reserved matters consent for the erection of 82 dwellings with associated garages/parking, highways and landscaping on land in the north east corner of the local plan allocated site. The dwellings would be a mix of 2, 3 and 4 bedroom dwellings of which there would be 8 social rent units (7 x 2 bed and 1 x 3 bed) and 4 shared ownership (3 x 2 bed and 1 x 3 bed). The dwellings would have a traditional design with a mix of brick, render walls with either tile or artificial slate roofs.

Initially, access to the site would be from the south, via the new internal spine road which runs north/south through the site. Eventually, when the Eastern Relief Road is complete the spine road will create a new right hand turn lane access onto the A38, at a point to the southwest of the R6 application site which will complete the internal spine road network. Initially this junction would include the provision of a right hand turn lane as proposed in this application however, in the event of traffic calming of the A38 before the junction is constructed, then the right hand turn lane would not be required. A new footpath would be constructed from the junction along the A38 to the north providing a safe pedestrian route to the potential district centre, existing cricket pitch and older children's play area and south for new residents on land to the north to gain access to the schools and community facilities. Safe crossing points would also be provided across the A38 to the north west of the site.

The dwellings are orientated so that they face out towards the A38 (to the west), Langaller Road (to the north) and public open space/ children's play area (to the east). Whilst not part of this application details of the open space area to the east have been submitted to indicate its relationship to the site and I suggest a condition to link the occupation of the units to the provision of the open space.

170 parking spaces are available for the dwellings in a mix of on street parking areas, parking courtyards or on site garage and parking space provision. The parking provision ranges from larger 4 bed corner plots with 4 parking spaces to 12 smaller 2 bed dwellings with 1 space plus visitor parking.

SITE DESCRIPTION AND HISTORY

The application site is approx 3.5 km to the north east of Taunton. It lies within the Parish of West Monkton and is to the south and east of the village of Monkton

Heathfield. The site lies on the south east corner of the junction of the A38 with Langaller Lane and current comprises a relatively level agricultural field. There is a hedge boundary along the southern part of the western boundary with the A38 and in places along the northern boundary with Langaller Lane are a row small trees.

Outline permission was granted on appeal in 2008 for the erection of 900 dwellings. The development has been split into two phases. Reserved matters for Phase 1 have now been approved and development has commenced on site with approximately 160 dwellings being constructed to date. This proposal is the first to be submitted for phase 2 of the development.

48/05/0072 - Outline Application for the proposed mixed use urban extension development comprising residential, employment, local centre, new primary school, A38 relief road, green spaces and playing fields at Monkton Heathfield. Permission granted 22/10/2008

48/10/0036 - Application for approval of reserved matters of application 48/05/0072 for details of phase 1, to include 327 no. dwellings and associated highways, landscaping including public open space, and the first section of the Eastern Relief Road and roundabout on A38 Bridgwater Road, at Land off Bridgwater Road, Monkton Heathfield. Conditional approval granted 20/05/2011

CONSULTATION AND REPRESENTATION RESPONSES

Consultees

WEST MONKTON PARISH COUNCIL –

There is considerable concern that the infrastructure, estate roads, public open spaces, parks and play areas, hedges and fences for the existing areas known as P1 or R1 through to P/R5 of houses which are now occupied, remains incomplete. In short the developers should finish what is built or under construction so far, before starting on yet another area. The Parish Council therefore would not support this application until the outstanding matters for the existing developments known as R/P1 through to R/P5 are sorted out and completed, including the payment of outstanding S106 monies to TDBC and SCC.

The Parish Council does not support this application and finds it unacceptable because it is only for houses with no provision for Public Open Space and Play Areas. Furthermore, it alters the chronology of the development, contrary to the original agreement in which the ERR was to be completed in three stages. The access to the site has been changed from the original plans, agreements and understandings which was for access by roundabout off the ERR. The current proposal for access off the A38 is totally unacceptable as the A38 currently remains a major trunk road, not bus gated, and outside the speed restriction.

There is discrepancy between some of the contents of the Design and Access Statement dated December 2013 and the site plans dated Nov 2013. The social and affordable houses are contradictory on their location. There appears to be no provision for water attenuation ponds on the plans and the drainage system is not explained. On page 7 of the booklet the plan of the development area does not

correspond to the site layout plan, and the Design and Access statement is at odds with the drawings. This application totally fills the area bounded by Langaller Lane and A38 and therefore leaves no room for the construction of footbridges across the ERR into the further development that is anticipated in the Core Strategy. In the absence of a Masterplan, it is difficult to do more than make the observation that the application maximises developer profit and leaves no allowance for footbridges to maintain the integrity of the community that will be there under the Core Strategy

The Parish Council would have to be satisfied on a significant number of broader holistic issues before getting onto the minutiae of materials used and design aspects such as house design. Once satisfactory responses and commitments to deliver the broader issues have been received from the developers, then Parish Council will be happy to consider and respond to the proposals for house designs. As a slight aside, I believe you will find on the record the Parish Council's opinion on the Design Guide, which was disappointingly at odds with the comments made by Parish Council at the time.

The Parish Council wishes to see the infrastructure in place to service the community of houses they have built so far, and those items - roads, fences, public open space, play areas - should be completed on what has been built so far before going on to build yet more houses.

Further to the above comments the Parish Council commends the designs put forward for R 6.

The 'Kensington' building, as one of the corner 'iconic' buildings, would look less like a prison block if it had gables at each end, and the fascia boarding across the gable ends. Clifton Terrace in Taunton is 3 storeys high with gables at each end, the bungalows in Greenway (Monkton Heathfield) have hipped roofs with gables with fascia board across the gables. The houses in Acacia Gardens have hips and gables, also examples in Farriers Green and St Quintins.

It is unfortunate that the Design Guide does not really reflect the architecture of the Parish, and the comments and contributions to the Guide made by the Parish Council at the time were not included. As a result the Parish is in danger of having a preponderance of 'Victorian' agricultural labourers cottages, with flat fronts small windows and porches over the front door. The Parish Council wishes to include a variety of designs, in the best of modern styles, especially in the less dense parts of the development, hence the enthusiasm for the designs shown to the PC yesterday.

SCC - TRANSPORT DEVELOPMENT GROUP –

The proposal relates to a reserved matters application for phase 6 of outline permission 48/05/0072 for 73 dwellings with associated highway infrastructure.

As you are aware the Highway Authority initially had concerns over the point access. The initial submission proposed a standard 'T' junction, which would not be considered acceptable in a 40mph speed limit. Therefore the applicant, based on advice from the Highway Authority, submitted design details for a Right Hand Turn Lane. This was subject to a Safety and Technical audit process, which has now been completed and copy of the report is attached for the applicants information.

The main conclusion is that in feasibility terms a right hand turn lane can be achieved in this location. Furthermore these works will need to be secured via a S278.

Although this would provide an engineering solution to the Highway Authority's concerns it is not considered to be in line with the S106 and its variation which required that this section of A38 is traffic calmed as part of the phase 2 highway works. The traffic calming scheme would allow this section of the A38 to be down graded and the speed limit reduced to 30mph and once implemented the Highway Authority would be able to accept standard 'T' junction. Furthermore the applicant should note that the S106 also does not allow the creation of new accesses onto this section of the A38 until the traffic calming has been installed.

Therefore based on the above paragraph the applicant is advised that the Highway Authority's preferred option is that the traffic calming is delivered as per the S106 requirement, however we are satisfied that an alternative engineering solution can be achieved if it is required.

However although the general principle of access appears to be achievable the Highway Authority would require that the development of this site or its occupation does not occur until the Eastern Relief Road (ERR) has been completed and is operational.

Turning to the internal site arrangements and following a number of meetings the Highway Authority is satisfied that the general layout is acceptable. Although there will be a number of minor amendments required these can be picked up during the S38 process.

To conclude the Highway Authority is satisfied that suitable access can be achieved both with and without the traffic calming being implemented. The internal design is also considered to be acceptable with minor amendments under the S38 process. However the applicant should be made aware that this site should not be occupied until the ERR has been completed.

Based on the above on balance the Highway Authority raises no objection to this proposal subject to the imposition of the recommended conditions.

LANDSCAPE -

There should be more planting in the gardens of plots 3, 8, 9, 10, 52, 53, 57, 58 and 72 and the open area adjacent to plot 21 needs more planting. Landscaping of the northern boundary with Langaller Lane needs additional planting.

HOUSING ENABLING -

The requirement for this application remains 35% affordable housing with a tenure split 50% social rent and 50% shared ownership

Parcel R6 revised layout shows 12 affordable homes – 8 social rent and 4 shared ownership with a mix of 10 x 2bed and 2 x 3bed affordable homes. The location and layout of these units is acceptable

Parcel R7 draft layout shows 35 affordable homes – 11 social rent and 24 shared ownership with a mix of 1,2 and 3 bed units. The Tavy and Dart house type is acceptable in terms of layout, however floors plans for the Coach House and Bourne house type need to be submitted for agreement

The overall affordable housing provision across both parcels R6 and draft R7 does not meet the 35% requirement. The plans show total units as 141 units (82 units for parcel R6 and 59 units for R7) which should equate to 49 affordable units leaving a shortfall of 2 units. It would be preferable for these units to be shown on R6 but they could be accommodated in R7 if required.

DRAINAGE ENGINEER - no comments received

WESSEX WATER - no comment

LEISURE DEVELOPMENT - the public open space should not be reduced by this application

SCC - CHIEF EDUCATION OFFICER - no comment received

CHIEF FIRE OFFICER - DEVON & SOMERSET FIRE RESCUE - no comment received

POLICE ARCHITECTURAL LIAISON OFFICER - Crime Statistics There are currently less than 2 offences per month in this area, which are very low crime levels. Peak day is Friday and peak times afternoon.

Layout of Roads & Footpaths – appear to open, direct and likely to be well used. The use of rumble strips and surface changes helps define the defensible space of the development giving the impression that the area beyond is private and deterring the potential offender.

Orientation of Dwellings – all dwellings appear to face the street providing active frontages with good surveillance opportunities for residents. In addition, the majority of gardens are ‘back to back’, which is recommended as this restricts unauthorised access to the rear of dwellings where the majority of burglaries occur.

Dwelling Boundaries – appear appropriate for the crime risk, comprising 1.2 metre ball-topped railings at the front, which again allows good surveillance opportunities for residents, and 1.8 metre screen walls or close-board fencing to the more vulnerable side and rear of dwellings. Gates affording access to rear gardens should be the same height as adjacent walls/fencing and lockable. The proposed rear access alleys servicing Plots 8-21 should be gated at the entrances to deter unauthorised access to the rear of these dwellings.

Car Parking – appears to be a combination of in-curtilage garages and parking

spaces. In-curtilage garages are the recommended option but the parking spaces servicing Plots 8-21 appear to be in small groups, close to owners dwellings and well overlooked, which is also recommended.

Planting/Landscaping – should not impede opportunities for natural surveillance and, in areas where visibility is important, shrubs should be selected which have a mature growth height of no more than 1 metre and trees should be devoid of foliage below 2 metres, so allowing a 1 metre clear field of vision.

Street Lighting – for both adopted and private highways, estate roads and car parks should comply with BS 5489.

Physical Security of Dwellings – the applicant is advised to formulate all specifications for doorsets, windows, security lighting, intruder alarm, cycle storage etc in accordance with the police approved 'Secured by Design' award scheme

SCC - DEVELOPMENT CONTROL ARCHAEOLOGIST -

ENVIRONMENT AGENCY - the surface water drainage for phase 2 is contained within a separate application therefore we have received no comments to this application

SOMERSET ENVIRONMENTAL RECORDS CENTRE (SERC) - no comment

SOMERSET WILDLIFE TRUST - no comment

SOMERSET DRAINAGE BOARDS CONSORTIUM - Drainage discharge rates were previously agreed for this development and must be maintained for this proposal (Brookbanks Consulting Engineers) and indicated on drawing number 10059/DR07C. No objection subject to appropriate conditions covering the provision of full details of the surface water drainage and their maintenance liabilities.

SCC - RIGHTS OF WAY - no comment

DRAINAGE ENGINEER - No comment

PLANNING POLICY - The site lies within the Local Plan allocation.

Representations

4 letters have been received raising the following points of OBJECTION :-

- The traffic using the A38 is horrific and additional traffic from the development will make this worse

- The proposal will result in the loss of green fields.
- The promised relief roads have not been built before development as promised and the extra volume of traffic is unacceptable
- The new primary school, needed for this development has not started
- There is insufficient road provision for such a large housing development and even the proposed relief roads will not overcome congestion at Creech Castle.
- The additional traffic will have a detrimental impact on the amenity of existing residents.
- Additional dwellings will raise the water table and increase flooding in the area
- As a local resident it is difficult to get onto the A3259 and this will become even worse if additional dwellings are allowed.

PLANNING POLICIES

T9 - TDBC LPMixed-use Dev(HISTORIC),
SD1 - SD 1 TDBC Presumption in Favour of Sustain. Dev,
CP1 - TD CORE STRAT. CLIMATE CHANGE,
CP6 - TD CORE STRATEGY - TRANSPORT AND ACCESSIBILITY,
CP8 - CP 8 ENVIRONMENT,
SP1 - TD CORE STRATEGY SUSTAINABLE DEVELOPMENT LOCATIONS,
SP2 - TD CORE STRATEGY - REALISING THE VISION FOR TAUNTON,
SS1 - TD CORE STRATEGY MONKTON HEATHFIELD,
DM1 - TD CORE STRATEGY - GENERAL REQUIREMENTS,
DM4 - TD CORE STRATEGY - DESIGN,

LOCAL FINANCE CONSIDERATIONS

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

1 Year Payment

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| Taunton Deane Borough Council (Lower Tier Authority) | £91,844 |
| Somerset County Council (Upper Tier Authority) | £22,961 |

6 Year Payment

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| Taunton Deane Borough Council (Lower Tier Authority) | £551,062 |
| Somerset County Council (Upper Tier Authority) | £137,765 |

DETERMINING ISSUES AND CONSIDERATIONS

Policy

The application site lies within the land allocated for mixed use development within the Monkton Heathfield local plan allocation which has now been incorporated into the Core Strategy allocation SS1. In accordance with the Local Plan allocation,

outline planning permission was granted in 2008. The permission included an illustrative masterplan indicating the use of this site for residential development. Recent approved phasing plans propose a 2 phased development. Reserved matters have been approved for phase 1 and in excess of 150 houses have now been constructed. This is the first reserved matters application for phase 2 and is being considered in association with planning applications 48/14/0009 and 48/14/0015 (awaiting registration) which provide the details of the spine road from phase 1 through phase 2 and the northern junction with the A38, surface water drainage details, open space, children's play and landscaping.

A condition of the outline permission was the submission and approval of a Design Code to guide development of the allocated site. A Design Code was approved in association with the reserved matters application for phase 1. This Design Code has now been updated and amended to reflect changes that have occurred on site since 2010 and to take account of the larger Core Strategy allocation to the north of the site and has just been submitted for consideration in association with the phase 2 developments.

This application was originally a low density scheme reflecting the rural "edge of development at Langaller. The Core Strategy now allocates the land to the north of Langaller Lane for mixed use development and currently the area opposite the application site is considered to be well located for a new district centre. As a result the northern layout of this site has been amended to a higher density facing onto Langaller Lane and allowing for the future provision of footpath links to the north for access either to that centre or to the additional land to the north.

Highways

The Section 106 agreement between the developer and the Highway Authority states that no more than 300 houses should be occupied before the completion of the Eastern Relief Road (ERR). This limit reflected the impact of the development on the capacity of the roundabout at the south of the development site as well as general concerns over the impact of the development on the A38. Reserved matters approval has now been granted for in excess of 300 on land to the south of the allocated site. However this developer wishes to have a second point of sales at the north, which would still be restricted by the overall 300 limit before the ERR is completed. The new highway network comprising the ERR and Western Relief Road (WRR) is to be accompanied by bus gates on the A38 and A3258 and traffic calming of both roads running through the settlement. However the traffic calming measures need to be agreed by a majority of residents consulted over the scheme. This means that there is a chance that the traffic calming measures do not take place. In order to allow for that eventuality a right hand turn lane has been proposed to provide an access onto the A38 to the south west of the application site. If approved this junction would not be able to be used until the ERR is completed. Considering the allocated site, there would be pedestrian and cycle movement from land to the north moving southwards to community facilities and vice versa. This proposal now provides a link between those sites with safe crossing points across the A38 which will tie into access points for the development to the north. Pending no objections to the latest plans the highway proposals are considered to be acceptable.

Design

As mentioned above there is an approved Design Code for the development of this site. Whilst minor alterations are being discussed generally the code suggests a development with a traditional design and a palate of materials which reflects the local area. The vernacular traditional West Monkton / Monkton Heathfield/ Cheddon designs and materials are generally relatively simple, either brick or render and the roof detailing is generally a full gable rather than hipped roofs of slate or tile.

Having said that, the choice of materials which reflects the local area and the reduction in the number of non-traditional features such as high stone plinths on rendered dwellings result in a scheme that would provide a variety to the development of such a large site. The parish Council have been consulted on the proposed designs and commend them for their range and quality

The current proposal is a mix of terrace; semi detached and detached dwellings. Whilst the proposed designs are based on 1930's and 50's styling they have a traditional character, scale and materials which will help to blend them into the local area. A number of the non traditional features originally proposed have now been altered and the Parish Council have been consulted on the proposed designs and (subject to amendments to the Kensington house type which has now been made) commend them for their range and quality.

Drainage

The principle of the drainage system was agreed in the outline planning permission. A condition of that permission was for the details to be submitted for approval. This planning application does not contain the drainage details for this site. A separate application, detailing all the remaining drainage proposals to serve phase 2 has been submitted for consideration (48/14/0009). I recommend a planning condition to ensure that no buildings are commenced on site until the drainage details serving the site development are agreed by the Local Planning Authority and provided on site.

Landscape

The proposed development would seek to retain and reinforce the hedgerow on the western and northern boundaries of the site thereby creating a semi rural character along the existing highway. Internal landscaping has now been improved upon and is considered to be acceptable. A landscaped bund is to be provided adjacent to the proposed ERR and this will provide a landscaped edge whilst providing a degree of noise mitigation for the adjacent units. As the Core Strategy site progresses in the future it would be possible to remove the bund and open up the frontage to the district centre if it remains in the suggested location to the north of this site.

Affordable Housing

The proposal for this parcel does not include 35% Affordable housing. However this is only part of the phase 2 site to be developed by Redrow Homes. In response to the objection to lack of affordable housing in the initial proposal Redrow have now included 12 affordable units and provided a draft layout for parcel R7 which indicates additional affordable housing can be provided in accordance with the S106 requirement. Subject to an additional 2 units of affordable housing in the Redrow parcels, the Housing Enabling Lead considers that such a proposal would be

acceptable in principle. At the present time an application is being considered to vary the proportion of affordable housing on the local plan site due to viability issues surrounding the development. The viability issues are currently being assessed by an independent consultant and in the circumstances it seems appropriate to finalise the affordable housing provision within the later R7 parcel.

Public Open Space

This application would provide 82 dwellings generating a need for public open space and children's play areas in the vicinity of the site. The current reserved matter proposal does not contain any details of public open space or children's play areas however a separate application has now been registered and is under consideration for the provision of public open space and children's play areas on land immediately to the east of the site. In order to ensure that the facilities will be provided in a timely manner for the use of future occupants I suggest a condition linking occupation numbers to the provision of the Public Open Space and Children's Play Areas.

Summary

Outline planning permission was granted in 2008 for the mixed use development of the Local Plan site. Other than the detail of the ERR detailed matters were reserved for later approval. Phase 1 reserved matters have now been submitted and approved and this application is the first reserved matters application to be submitted for phase 2. It is important to ensure that all the necessary infrastructure is approved and in place before this residential development (if approved) is commenced. As a result I am recommending conditions which prohibit development of the site until all of the essential infrastructure is approved and if required, provided on site. I consider that the current reserved matters are acceptable and recommend that this application be approved subject to the suggested conditions.

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

CONTACT OFFICER: Mrs J Moore Tel: 01823 356467