

REPORT OUTLINE FOR AREA PLANNING COMMITTEES**Report No.**

Date of Meeting	14 th October 2021
Application Number	2021/ 04201
Site Address	Land previously occupied by Alderbury Football Club Junction Road Alderbury
Proposal	All outstanding Reserved Matters (appearance, landscaping, layout and scale) for the erection of 50 residential units, pumping station and replacement guide hut with associated infrastructure, parking, landscaping, open space and works, all pursuant to permission 17/04001/OUT
Applicant	Vistry Homes Limited and Trustees of the Earl of Radnor 1989 Settlement/ Longford Estates
Town/Parish Council	Alderbury Parish Council
Electoral Division	Alderbury and Whiteparish – Cllr Richard Britton
Type of application	Reserved Matters
Case Officer	Lynda King

Reason for the application being considered by Committee

The application has been called to Committee by the Local Member for the following reasons:- Design – bulk, height and general appearance, environmental or highway impact, car parking and drainage. Uncharacteristic urban design. Highway safety issues around school use. Parking at Football Club pavilion (if available) exacerbates the safety problem.

1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application be approved

2. Report Summary

The main issues which are considered to be material in the determination of this application are listed below:

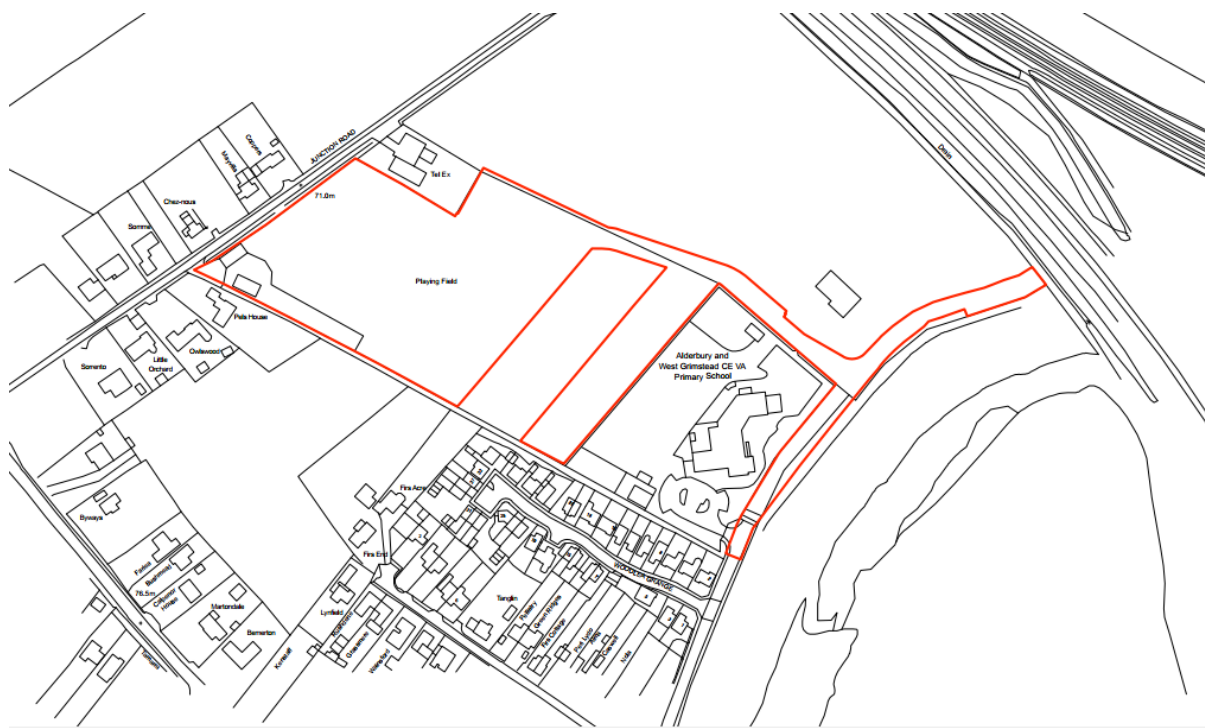
- Principle
- Highway Safety
- Drainage
- Layout and house design

The application has generated an Objection from Alderbury Parish Council and 3 letters of objection from third parties.

3. Site Description

The site is a generally level area of open land to the west of Alderbury and West Grimstead Primary School and is bordered by Junction Road along its western boundary and a footpath leading from Junction Road and Firs Road along its southern boundary. The land is currently used by Alderbury Football Club, along with the new facilities for the club on land immediately to the north of the site granted under ref no. S/2011/0029. The site also houses the existing Guide Hut. It is about 2.7ha in extent.

The northern boundary with the extension to the football club is open, and the boundaries to Junction Road to the west and the properties to the south are bounded by mature trees and hedges. None of this vegetation is impacted by the proposed development.



Location plan

4. Relevant Planning History

17/04001/OUT – Outline application for residential development of up to 50 dwellings, associated parking and access (off of Firs Road), open space and infrastructure: relocated guide hut, new pre-school building and land to extend existing primary school playing fields – Refused 15/12/2017 – Appeal Allowed 7/12/2018.

PL/2021/04200 – All outstanding Reserved Matters (appearance, landscaping, layout and scale) for the erection of a pre-school building with associated landscaping, informal open space and works, all pursuant to permission 17/04001/OUT – to be determined

under Delegated Powers.

5. The Proposal

This application, which is a Reserved Matters application, proposes the construction of 50 dwellings, pumping station and replacement guide hut with associated infrastructure: parking, landscaping open space and works such as surface water drainage (SuDS) in accordance with the 2018 appeal decision in respect of the outline application 17/04001/OUT. It also includes the playing field extension to the adjoining primary school. This application only related to part of the consent granted under the above outline application, with the works to provide an additional pre-school building being considered under application PL/2021/ 04200.

Local Planning Policy

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

NPPF - Paragraph 11 sets out the presumption in favour of sustainable development.

Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF or specific policies in the NPPF indicate development should be restricted.

Relevant NPPF sections include:

Section 8 – promoting healthy and safe communities

Section 11- making effective use of land

Section 12- achieving well-designed places

Section 14 – Meeting the challenge of climate change, flooding and coastal change

National Design Guide (MHCLG September 2019)

Building for a Healthy Life (Homes England 202)

Building for Life 12 (Third edition)

Wiltshire Core Strategy:

CP1 – Settlement Strategy

CP2 – Delivery Strategy

CP3 - Infrastructure Requirements

CP43 – Affordable Housing

CP50 (Biodiversity and Geodiversity)

CP51 (Landscape)

CP57 (Ensuring High Quality Design & Space Shaping)

CP60 (Sustainable Transport)

CP61 (Transport & Development)

CP62 (Development Impacts on the Transport Network)

CP64 (Demand Management)

6. Summary of consultation responses

Alderbury Parish Council – (to originally submitted plans)

Alderbury Parish Council urges Wiltshire Council to refuse the application for the following reasons:

(1) The design and materials of the proposed dwellings would have a detrimental impact on the rural character of the village by virtue of its uniformly urban and bland brick-finished elevations. The original designs submitted with the outline application were more in keeping with the village setting and included more sympathetic architectural treatments with a more diverse palette of materials comprising brick, knapped flint, timber cladding and render elevations with mixed tile and slate roofing materials. The plans now presented depart significantly from those considered and approved by the inspector at appeal. Consequently, Alderbury Parish Council considers the application fails to meet the requirements of Policy 57 of the Wiltshire Core Strategy 2015 in that:

(a) It fails to enhance local distinctiveness and does not respond to the value of the natural and historic environment and consequently it does not relate positively to its landscape setting and the existing pattern of development in this part of the village.

(b) Fails to reflect the local context of its village setting by virtue of its urban layout, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines;

(c) Fails to meet the standard of 'high standards of building materials;'

(2) The access to the proposed development creates a very significant highway safety danger for pedestrians and children approaching Alderbury School via Firs Road. The application offers no form of mitigation and therefore is contrary to policy 62 of the Wiltshire Core Strategy because it does not provide appropriate mitigating measures to offset the adverse impacts on the transport network – and particularly vehicle movements at the School entrance in Firs Road. The Council noted that the original outline scheme proposed additional off-road parking and turning space within the Alderbury Football Club grounds. This, coupled with improvements along Firs Road (restrictions and yellow lines) may have helped allay the Council's concerns.

(3) The Council feels that the drainage scheme proposed fails to take account fully of drainage impact of the removal of woodland to the east of the site. This has increased the risk of flooding on the development site – particularly on the eastern boundary adjoining the football field. In order to avoid the increased risk of flooding across the site, onto the adjoining residential areas and the new football pitches downstream of the site, a more comprehensive drainage scheme and long-term mitigation measures is required. Consequently, the Council considers the proposal to be contrary to Policy 67 of the Wiltshire Core Strategy in that it does not include comprehensive measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil.

(4) The Development fails to capitalise on opportunities to enhance biodiversity. The representations made by the Salisbury Swift Group demonstrate how the development has the potential to deliver significant biodiversity gains through the provision of swift, bird and bat boxes. Consequently, the application is contrary to Policy 50 of the Wiltshire Core Strategy in that it fails to include adequate measures to deliver biodiversity gains associated with the to creation of valuable habitats, ecological networks and ecosystem services.

Comments on amended plans:-

Alderbury Parish Council objects to this application for the following reasons:

(1) Despite some positive changes, the urban design of the properties is incongruous and out of keeping with the rural character of this area of the village. In this respect, the Council

strongly agrees with the comments submitted by Wiltshire Council's Senior Urban Design Officer and considers the application to be contrary to Core Strategy Policy 57 i, ii and vi. The current plans represent a very significant departure from the indicative plans submitted with the outline planning application – which incorporated sympathetic layouts, materials and designs.

(2) The Council reiterates drainage concerns previously submitted in response to the original planning application and supports the comments of Wiltshire Council's Drainage Engineer (Comment No: WC-21-08-206079) and in particular concerns raised about:

- a) Discharge rates
- b) Sustainable drainage features
- c) Point of discharge

Further, the Council is concerned that the current plans do not adequately demonstrate that there will not be additional water discharge (and consequent flooding risk) to neighbouring properties and particular the new football pitches adjoining the site;

(3) The Council strongly supports the comments submitted by Wiltshire Council's Highways Development Control team, and without the incorporation (in their entirety) of the measures detailed, this Council considers that the application will have a detrimental impact on highway safety, particularly for pedestrians accessing the primary school. Consequently, the application as it stands, is contrary to the Wiltshire Core Strategy;

(4) The Council supports the comments submitted by the Wiltshire's Principal Development Officer, Housing Enabling Team and considers that, as now submitted, the plans do not adequately address local affordable and social housing needs;

(5) The Council welcomes positive changes aimed at improving biodiversity on the site but feels this should go further and address the issues raised by the Salisbury Swift Group – comments submitted 3rd May, 2021. The Council welcomes the Arboricultural appraisal undertaken by the developers and considers this must be included as a condition of any subsequent permission, only if and when the other matters raised here are resolved in; and

(6) The developer has failed to address concerns about the provision of additional parent parking at the beginning and end of the school day. A satisfactory solution was included in the outline plans but this has not been included in the latest proposal. The Parish Council believes this must be resolved before any development can be contemplated on the site and may be best achieved by an agreement (s106) between the developers and the football club for the extension, surfacing, maintenance and use of the football club car park plus the provision of fencing and a safe footpath link into the school site.

WC Housing Enabling Team – revised plans now meet the requirements of the S106 agreement in relation to application 17/04001/OUT, which requires the provision of 22% of the units as Affordable Housing. The proposal to provide 11 Affordable Housing units within a scheme of 50 dwellings meets this requirement. The proposal now achieves the correct Tenure Mix, Unit Size Mix, and distribution of AF units across the site. Final clarification that the units meet the minimum space standards for affordable housing is sought.

WC Spatial Planning – No comments

WC Conservation Officer – The site is outside the Alderbury Conservation Area and not within the setting of any listed buildings so we are not required to be consulted.

WC Urban Design – Object. The proposed development would be a marked departure from the 17/04001/OUT 'Design Principles', 'Evolution', 'design Proposals' and 'Architectural Character Design Code' (of the application considered at appeal)

No comments received in respect of the amended plans.

WC Highways – (comments on submitted scheme).

- The Outline application included a significant amount of car parking on the extension to Firs Road adjacent to the sports pitches which could also be used as parking for the school. This parking does not feature in the reserved matters application and should be added to help alleviate current parking issues at peak school times.
- There appears to be a discrepancy between the size of the proposed dwellings in terms of bedroom numbers and the associated parking allocation. The floorplan for the Mylne house type shows 4x bedrooms but they have all been allocated 2 parking spaces rather than the required 3. There is a parking shortfall for this specific house type, and for the Spiers house type (plot 50) which is also a 4x bed with 2 parking spaces.
- The visitor parking spaces are not distributed around the site and are mostly located to the far NW.
- A scheme of traffic calming is required to reduce and maintain vehicle speeds on the access road where it passes around the school entrance and school grounds and the Guide hut, as well as within the residential development where traffic calming is required in line with the visibility splays of 2.4m by 22m shown on the accesses (i.e. speeds kept at around 20mph).
- A scheme of safety enhancements for the school entrance should be included such as keep-clear zig-zag markings. Also a small section of footway construction should be added to the northern bellmouth radius of the school entrance to connect the entrance with the new footway which will continue on this side to the residential development. Dropped kerbs should be added to this bellmouth footway and opposite where the footway tapers and ends.
- Ensure dropped kerbs are placed throughout the site at pedestrian crossing places. The footway should continue for a short distance beyond the access to plots 46-50 in an easterly direction, a dropped kerb should then be added where the grass verge begins and a dropped kerb added opposite.
- The Guide hut can be accessed by a simple dropped kerb / lowered footway arrangement. Visibility at this junction should be provided and maintained at 2.4m by 43m (possibly less with traffic calming) at a height of 600mm – I note a hedge will be planted on this frontage.
- I note that the footpaths will be within the public open space and I assume will become POS paths rather than highway.
- Comments have not yet been received from the PROW team; however, there is a footpath (ALDE20) running along the southern boundary of the site which the proposed footpath links within the site will connect to, this path should be upgraded to a surface suitable for all users.
- Minimum 0.5m buffer strip should be provided around the turning head by plot 33.
- Comments from the drainage team must be sought, in particular for the means of outfall.
- A Residential Travel Plan is required in accordance with Wiltshire Council's SPD 'Development Related Travel Plans', as the development exceeds 40 dwelling units we require a Residential Travel Plan to be submitted which should outline the facilities and incentives that will be provided to encourage sustainable travel amongst the new residents. This should provide details on targets, monitoring, the marketing plan and management arrangements. The Travel Plan should make reference to the Connecting Wiltshire website and the provision of Connecting Wiltshire materials.
- Covered cycle parking should be provided for the Guide hut.

- The developer should be prepared to fund a TRO for parking restrictions on the new roads and / or Firs Road if considered necessary.

No comments received in respect of amended plans (which were negotiated by the Highways Officer).

WC Archaeology – requirement to comply with Condition 13 of the Outline consent.

WC Public Protection – no objection subject to condition

WC Waste and Recycling – no objection subject to condition and contribution to be collected via S106.

WC Drainage – objection to the water quality element of the SuDS surface water drainage system proposed. .

Objection removed on receipt of amended plans which specified a more detailed SuDS surface water drainage system.

7. Publicity

This application was advertised through a site notice. Letters of objection were received from 3 individuals raising the following issues:

- Design and layout of the proposal is too urban and not inspired by the local area
- Concerns about drainage – will the new buildings push run off water towards the new football pitches?
- Concerns about the amount of parking that currently exists along Firs Road, which will be exacerbated by this development, especially at school times and for football matches
- Additional traffic will cause noise disturbance and pollution to nearby residents
- Additional traffic will make it even more unsafe at school drop off and pick up times
- The plans do not accurately show the relationship between existing and proposed properties in the vicinity.
- The house designs do not reflect those for which outline planning permission was granted, they are unappealing, featureless and lacking in character.
- The play area is poorly located in an area with no overview and should be re-located to where it can be overlooked and not near a road.
- Additional soft landscaping is required to help screen existing properties and to mitigate noise disturbance to those properties.

Salisbury and Wilton Swifts - require the installation of swift bricks and bat roosting features as part of the development.

8. Planning Considerations

Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise.

a. Principle of development

Planning permission was granted at appeal for the residential development of up to 50 dwellings, associated parking and access (off Firs Road), open space and infrastructure, relocated guide hut, new pre-school building and land to extend existing primary school playing fields (17/04001/OUT) on the current application site in 2018. Part of the original application site is also the subject of another application (PI/2021/04200) to be determined under delegated powers as it is compliant with the Outline consent.

In the Inspector's Decision letter, he made it clear that '*Other than the means of access, all other matters of detail have been reserved for subsequent consideration. I have treated the masterplan and the proposed land use plan as illustrative only.*' (Para 2)

He went on to state that he considered the main issue of the appeal was (Para 8) that: *The main issue is whether the LPA is able to demonstrate a five year supply of housing land and if not, whether any adverse impacts of granting planning permission, having particular regard to any conflict with the spatial strategy of the development plan and any harmful impact upon local services and facilities, would significantly and demonstrably outweigh the benefits of the proposal. (a copy of the Inspector's Decision Letter is attached as Appendix 1 to this Report for information)*

The Inspector considered that:- *This site, which is located towards the centre of the village and where there is no cogent evidence of any harmful impact, is suitable for the proposed development. (Para 47)* and went on to conclude (in paras 65 and 66 of his Decision letter) that:

Even if CS policy 2 was not out-of-date, there is nothing of substance to demonstrate that the proposal would amount to unsustainable development. There is no evidence of any harm to important planning interests, including the role and function of Alderbury within the settlement hierarchy and nothing to indicate there would be any imbalance of homes, jobs, services or facilities. The CS is intended to provide a flexible and realistic framework with minimum housing requirements as well as some development on greenfield sites.

Given all of the above and having regard to local circumstances, including the character and needs of the area, I arrive very firmly at the position that the proposals comprise sustainable development. The appeal scheme accords with the overall aims of the development plan and the objectives of the Framework. I therefore conclude that the appeal should succeed.

Therefore the Inspector accepted that the site could be developed in a satisfactory manner and that there were no issues regarding access to the site, the impact of additional traffic on Firs Road and the matters associated with school traffic, or the drainage of the site. He considered that the provision of affordable housing and an increase in the size of the school playing field, coupled with the lack of a 5 Year Housing Land Supply outweighed any other objections to the scheme.

The principle of development on this site has therefore been accepted, with no details other than the location of the access to the site off Firs Road agreed. The illustrative layout plans and illustrative house types submitted with the Outline application did not inform any part of the Inspector's decision and it would appear that he gave them little consideration as part of his decision-making process. Therefore these plans do not form part of the approved scheme for the site and the applicants are able to submit a different form of layout and house design as part of the Reserved Matters application.

(b) Highway safety.

The Council's Highways Officers had concerns about the layout of the scheme as submitted, with respect to:-

- Additional car parking adjacent to the relocated sports pitches that could be used to alleviate the parking issues associated with the school off Firs Road,
- Provision of sufficient car parking spaces to serve the dwellings, and in the correct location
- Need for a traffic calming scheme to reduce car speeds around the school and guide hut
- Safety enhancements around the school entrance
- Provision of dropped curbs at crossing points within the site
- The public footpath along the southern edge of the site should be surfaced
- Need to liaise with the Drainage team about the proposed surface water drainage from the site
- A Residential Travel Plan should be provided
- The developer should fund a TRO (Traffic Regulation Order) for parking restrictions on the new roads and/or Firs Road if considered necessary.

Amended plans have been received following negotiations with the Highways Officer with respect of the residential parking provision, road alignment and the provision of suitable turning heads as well as traffic calming measures, the provision of cycle storage and the provision of cycle and footpath links through the development to the wider area.

The site is required to provide 112 allocated car parking spaces for the housing mix proposed (11 x 2 bed, 27 x 3 bed and 12 x 4 bed dwellings) with associated visitor spaces. An additional 11 spaces are shown to be provided at the new guide hut. The amended layout now shows 133 spaces and therefore complies with the Council's parking requirements.

Plans have been provided showing the details of the highway construction, including traffic calming measures and turning heads with swept path analysis to show that the larger vehicles such as fire engines and refuse trucks can safely manoeuvre within the site (these details were all missing from the illustrative layouts which accompanied the Outline application) The estate road entering the site will be provided via the new sports club access approved under ref no.S/2011/0029 which form an extension of Firs Road adjacent to the existing school access. The approved access will be upgraded to an adoptable residential standard. The access road within the estate is designed to adoptable standards as well. The revised plans have reduced the amount of hard surfacing associated with the access roads and have enabled the provision of greater areas of landscaping in front of the proposed dwellings and at key visual points within the scheme to provide a stronger landscape framework at the same time as providing traffic calming to the highway. The dropped kerbs

to serve the guide hut has been provided, along with cycle parking facilities to the front of the new building.

A footway/cycle link to the north west of the site is provided to link with Junction Road, although no vehicular access will be provided, in accordance with Condition 9 of the appeal decision. The existing public footpath along the southern boundary of the site, which is not within the application site, is not affected by the proposals. It is acknowledged that the Highways Officer asked that this footpath be surfaced as part of this Reserved Matters application, however it is not within the red line of the application site, and was not part of the Outline application site either and therefore it is not possible to require the applicant to carry out works to land not within their ownership or control.

The Outline consent, and its accompanying S106, did not seek any contributions to off-site works to the adjacent highway and therefore it is not possible at this Reserved Matters stage to require the applicants to carry out works to the public highway in the form of improvements around the school, even if they are seen as beneficial, as set out in the Highways officer's comments above. The same applies to the provision of a Travel Plan, which was not conditioned by the Inspector in his Decision notice in respect of the appeal on the 2017 application. However the scheme does incorporate the provision of cycle parking facilities and a cycle/footpath route via Junction Road and Firs Road to access facilities within the village which would be required by any travel plan to reduce the reliance on the private car. The Inspector, in his decision letter on the appeal, commented that he considered the location of the site was sustainable as Alderbury can be conveniently accessed by means other than the car (para 64).

The applicants responded to comments from various parties in respect of the provision of additional parking at the adjacent football grounds to alleviate parking issues in the area as follows:-

Several consultees, the local Parish Council and members of the public have suggested that the proposals should include measures to alleviate traffic issues outside Alderbury Primary school. Several of the consultation responses note plans which show provision for new parking around the Sports pavilion which were approved as part of earlier applications for the sports facility but have not been implemented. Vistry Homes sympathise with these concerns, however, it was not a requirement of the outline application, to which this reserved matters application is now pursuant, to provide these spaces. The approved spaces formed a part of approved applications S/2011/0029 and S/2013/0264 for the sports pavilion, pitches and associated infrastructure (including parking).

The fact that the approved parking spaces have not been implemented as part of the approved applications for the sports facility is not a matter for this current, separate, Reserved Matters application for the residential development of the site. Whilst the indicative masterplan for the outline application did indicate the spaces, as approved as part of the above applications, the indicative plan was not a listed approved plan. Furthermore, no legal or planning condition requirements on the related outline application 17/04001/OUT require the implementation of the parking spaces. Highways matters, in relation to traffic generation and off-site impacts, were considered at outline stage and cannot be revisited at this detailed Reserved Matters stage. Therefore, whilst being sympathetic to the concerns raised, it not a matter that this Reserved Matters application can or should address.

The Sports pavilion and playing pitches referred to above have been provided, and some car parking had been constructed to facilitate this use. However the existing access to the sports ground is currently gated off in the vicinity of the school access and is not available for use in association with the school drop off and pick up times. There is no condition on the 2011

planning permission (S/2011/0029) to require the use of these parking spaces to be made available to individuals associated with the school, nor is there a condition on the 2018 appeal decision requiring the same. These spaces are therefore the private property of the sports club which cannot be compelled to make them available for use in association with the school as part of this Reserved Matters application, even though the red line of this application includes the access to the Pavilion. This is necessary to enable the works to take place to access the development site, and to provide for the surface water outfall to serve the residential development only. It is appreciated that this is a frustration to local residents who might have expected that the sports club facility could be used for parking associated with the school, but there are no planning conditions that would require this scenario to be delivered.



Details of proposed access arrangements in the vicinity of the football club

Negotiations have taken place with the Council's Drainage Engineers to ensure that the totality of the surface water drainage system proposed for the site complies with the requirements of the Highways department in respect of what can be adopted from a highways point of view, and what is necessary to ensure a functioning Sustainable Urban Drainage system (SUDs) which not only satisfactorily discharges the water from the site, but ensures that the quality of the water discharged from the site into the local surface water system is of a suitable quality.

(c) Drainage

The Inspector, in his decision letter in respect of the appeal in 2018 commented that:-
I note the concerns of some interested parties regarding the highway and drainage impacts of the proposed development. However, there is no cogent evidence to substantiate these concerns and refute the findings within the appellant's Transport Statement /highways evidence or Flood Risk Assessment/ drainage evidence. The proposal would not compromise highway safety interests or result in any significant increase in congestion or increase the risk of flooding. (para 52) .

He imposed a condition (no12) which required the submission and approval of a scheme for the discharge of surface water from the site, to incorporate sustainable drainage details.

The concerns of the Parish Council and local residents in this regard still remains, however.

The Council's Drainage Engineers were concerned about the proposed method of disposal of surface water from the site, in particular the need to comply with current projections for the implications for climate change, and the need for any outflow from the site to provide the necessary pollution mitigation measures to ensure that the run off from the site meets current standards adopted by the Council as Lead Local Flood Authority, had not been met.

A revised scheme incorporating bioretention features within the proposed adoptable highway at the location of traffic calming buildouts to intercept, treat and attenuate runoff from the carriageway has been submitted which now meets the requirements of the Drainage Engineers and the Highways Authority. Therefore there is no objection to the proposal from a drainage point of view.

(d) Housing layout and design

The scheme, as submitted, for the 50 dwellings lacked inspiration and local context as required by guidance in the NPPF and policy CP57 in particular. The scheme was dominated by a very formal road network with little informality or scope for any significant landscaping to soften the impact of the hard surfaced highways. The houses had little in the way of visual interest and did not pay strong regard to design features of dwellings within the locality.

Following comments on the form and the layout of the scheme from the Parish Council and this Council's Urban Design officer, amended plans have been received which seek to enhance the appearance of the site and to provide more visual interest.

A wider pallet of materials has been introduced, with the use of flint and tile hanging on focal units to increase variety and to emphasis key focal points at the entrances and the centre of the development. Brick chimneys have also been added to some units with prominent side elevations to provide additional interest, along with a wider range of porch designs.

The alterations to the highway layout has resulted in a less rigid building line and provided more space for a softer edge to building frontages, helping to provide a less formal design and layout.

The agent has commented that:-

The illustrative 'Design Code' and Masterplan accompanying the outline were originally provided to guide the overall, traditional, approach to the sites design and layout which has now been adopted. They were only ever indicative and did not take account of such matters as highways or estate infrastructure requirements (for example service runs). Furthermore, the site does not sit within a truly 'rural' context either, the closest housing being predominantly late 20th Century in age and design. Nor does the site sit within a true 'countryside' setting, being located adjacent to (and on former) sports pitches, which have their own suburbanising affect. The amendments to the proposals represent a significant material improvement to the scheme that positively address the consultee comments raised. The proposals, as amended, therefore are appropriate for the site and surrounding context and represent good, high quality design that provides for sustainable development.



Proposed site layout



Range of proposed house types



Further proposed house types

The applicants have confirmed that following the original submission an ecological enhancement plan was submitted informed by up-to-date ecology surveys. This shows the provision of integrated bird and bat boxes, insect boxes and hedgehog 'highways' through gardens to improve opportunities for biodiversity. The landscaping has also been chosen to improve biodiversity with considerable number of native trees chosen resulting in a significant net gain in trees on site, as well as wild meadow areas. The narrowing of the carriageway has also provided an opportunity for extra planting to the frontages of houses. The provision of the naturalistically styled play trail further encourages public engagement with nature. Existing trees on site are also retained. The revised drainage scheme will also allow for more extensive planting within the site, which will have a biodiversity gain compared to the predominantly open mown sports pitches that exist on the site at the present.

9. Conclusion (The Planning Balance)

This planning application proposes the construction of 50 dwellings in accordance with the provisions of the earlier Outline planning permission granted at appeal. The principle of the development has been set by that outline consent and the conditions attached to the decision, as well as a S106 Agreement to deliver a certain quantum of Affordable Housing, public open space and a contribution towards waste services.

The scheme meets the Affordable Housing requirements of the above legal agreement and the open market housing mix also provides for a suitable range of 2, 3 and 4 bed properties in this location. The public open space is to be provided along the southern edge of the site, in a supervised location, and will provide play equipment within the area in a naturalistic style. The contribution towards the provision of waste facilities is as per the Waste and Recycling department's current requirements.

The amended layout and house designs, along with the alterations to the highway network and drainage proposals, meet the requirements of the Council's Highways and Drainage Officers.

It is acknowledged that the layout and house designs are not the same as submitted for illustrative purposes only with the outline application, but the Inspector in his decision

letter (para 2) made it clear that he considered these drawings were illustrative only and did not form part of the approved scheme and therefore the LPA cannot insist that these designs are adhered to. The amended plans have sought to overcome the original concerns expressed by local representatives, the highways officer and the drainage officer to provide an acceptable scheme on the edge of the settlement which will have little relationship to adjoining residential areas due to its location and setting adjacent to the Primary school and other open areas. The scheme also provides for a replacement guide hut and the extension to the primary school playing field, as proposed in the outline consent. Neither of the latter requirements have raised any concerns during the processing of this application.

It is therefore concluded that the proposal complies with both local and national policy and the requirements of the outline permission and that the consent should be granted.

RECOMMENDATION

Grant, subject to the following conditions:-

1) Approved plans

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

Site Layout	Pegasus	P19-1086_13J	J
Site Location	Pegasus	P19-1086_14	B
House pack	Pegasus	P19-1086_17 [see below for ref for each plan]	N/A [See for
Tenure Plan	Pegasus	P19-1086_22E	E
Guide Hut	Pegasus	P19-1086_26	-
Street Scenes	Pegasus	P19-1086_27	B
Materials Plan	Pegasus	P19-1086_28	E
Open Space Plan	Pegasus	P19-1086_16	C
TOPO Elevations	LDS Ltd	LDS/10812-EL1	A
TOPO Plan	LDS Ltd	LDS/10812-TP2/A	-
HOUSETYPES			
House pack	Pegasus <u>Plots</u>	P19-1086_29 (July 2021)	
Eveleigh Floor Plans and elevations	42, 43	P19-1086_29-Sheet-1	-
Eveleigh Floor Plans and	40, 41	P19-1086_29-Sheet-2	-

Elevations			
Elmsie Floor Plans and Elevations	26,25	P19-1086_29-Sheet-3	-
Elmsie/Eveleigh/Elmise Elevations	30 - 32	P19-1086_29-Sheet-4	-
Elmsie/Eveleigh/Elmise Floorplans	30-32	P19-1086_29-Sheet-5	-
Becket Floorplans and Elevations	10, 29	P19-1086_29-Sheet-6	
Becket Floorplans and Elevations	33	P19-1086_29-Sheet-7	-
Becket Floorplans and Elevations	20,21,13	P19-1086_29-Sheet-8	-
Mylne Floorplans and Elevations	28,34	P19-1086_29-Sheet-9	-
Mylne Floorplans and Elevations	2, 35, 38,44, 3,36,39,45	P19-1086_29-Sheet-10	-
Pembroke Floorplans and Elevations	11, 24	P19-1086_29-Sheet-11	-
Knightley Floorplans and elevations	1,9,27	P19-1086_29-Sheet-12	-
Knightley Floorplans and elevations	16	P19-1086_29-Sheet-13	-
Knightley Floorplans and elevations	12,19,22	P19-1086_29-Sheet-14	-
Knightley Floorplans and elevations	23,46	P19-1086_29-Sheet-15	-
Knightly Floorplans and Elevations	37	P19-1086_29-Sheet-16	-
Atkins Floorplans and Elevations	47, 48	P19-1086_29-Sheet-17	-
Atkins Elevations	4-6	P19-1086_29-Sheet-18	-
Atkins Floorplans	4-6	P19-1086_29-Sheet-19	-
Asher Floorplans and elevations	7,15,8,14	P19-1086_29-Sheet-20	-
Atkins/Asher Floorplans and Elevations	49/50	P19-1086_29-Sheet-21	-
Garage Floorplans and Elevations	See site layout	P19-1086_29-Sheet-22	-

1	External Levels Plan	Ardent	2101520-002	
2	Drainage Plan	Ardent	2101520-003	
3	Longitudinal Sections	Ardent	2101520-004	
4	Tracking	Ardent	2101520-005	
5	Geometry and Visibility	Ardent	2101520-006	
1	Soft Landscape Proposals Sheet 1 of 2	CSA	5477_100_D	
2	Soft Landscape Proposals Sheet 2 of 2	CSA	5477_101_D	
3	Hard Landscape Proposals sheet 1 of 2	CSA	5477_102_D	
4	Hard Landscape Proposals Sheet 2 of 2	CSA	5477_103_D	
5	Landscape Masterplan	CSA	5477_104_D	
6	Ecological enhancements Plan	CSA	5477/106	
3	Planning Statement (incorporating Affordable Housing Statement and SCI)	Tetra Tech	HP21007 - 784-B027568 - PS	V2
4	Design and Access Statement	Pegasus	P19-1086_24C	C
5	Highways Technical Note	Ardent	2101520-01	B
6	Drainage Strategy Technical Note	Ardent	2101520-02	C
7	Arboricultural Impact assessment (incorporating tree survey and protection plan)	Barton Hyett	BHA_4323_AIA	A
8	Update Ecological Appraisal (Submitted 10.05.21)	CSA	CSA/5477/02	-
9	Information to Inform Habitat Regulations Assessment (Submitted 10.05.21)	CSA	CSA/5477/01	-

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

Informative Notes

2) Approval of Reserved Matters

This approval of matters reserved refers only to conditions 1, 7, 12, 14, of outline planning permission 17/04001/OUT dated 7th December 2018, but does not by itself constitute a planning permission.

3) Reserved Matters Outstanding

The further approval of the Local Planning Authority in respect of those

matters reserved by conditions 6, 8, 10, 13, 15, 16, of outline planning permission dated 7th December 2018 is required before development commences.

4) Reference to S106 Agreement

This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990 and dated the 22nd November 2018.