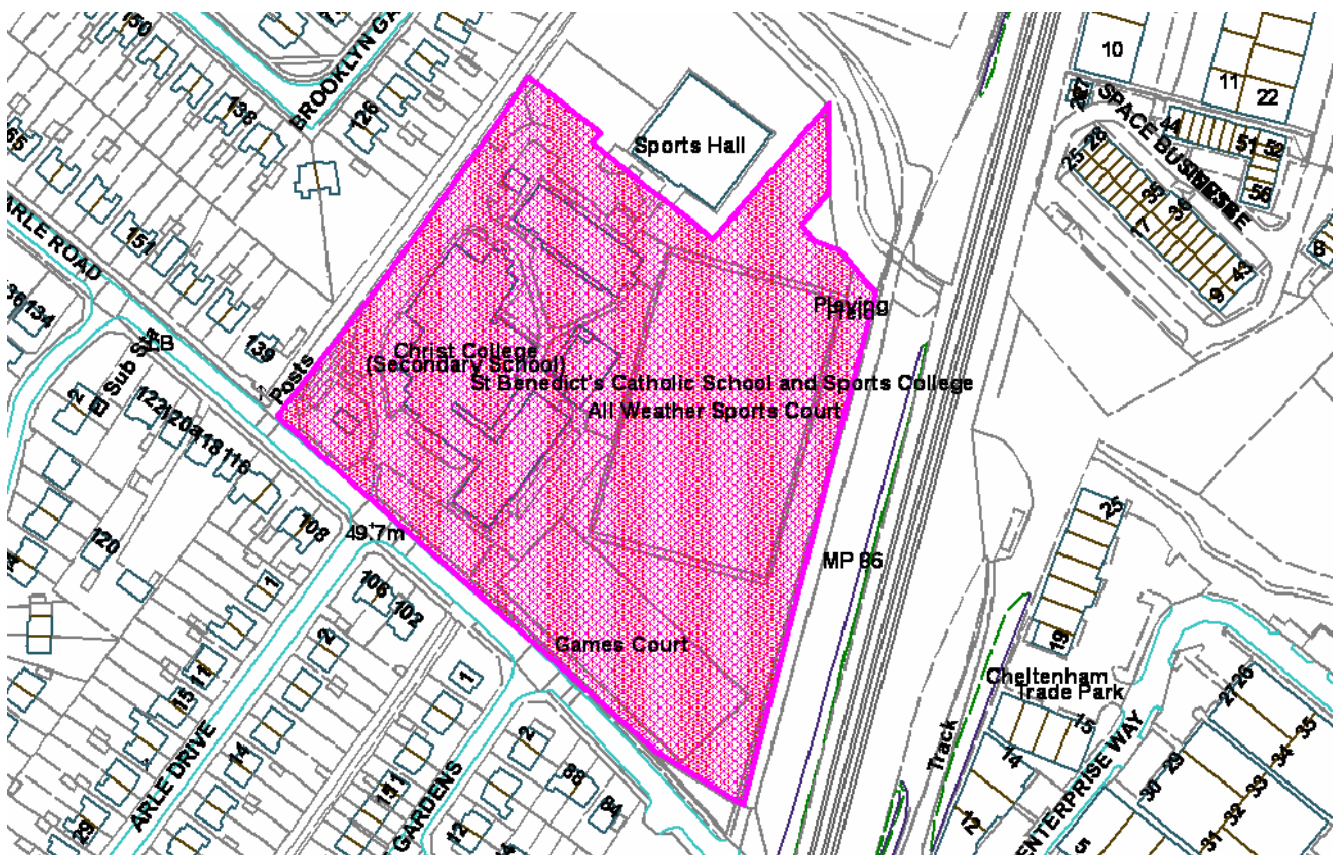


| | |
|--|---|
| APPLICATION NO: 14/01317/REM | OFFICER: Mrs Emma Pickernell |
| DATE REGISTERED: 23rd July 2014 | DATE OF EXPIRY: 22nd October 2014 |
| WARD: St Peters | PARISH: |
| APPLICANT: | Taylor Wimpey Bristol |
| AGENT: | Pegasus Planning Group Ltd |
| LOCATION: | Christ College, Arle Road, Cheltenham |
| PROPOSAL: | Approval of reserved matters in connection with permission 13/00911/OUT. Residential development of 90 dwellings and associated roads, footways, parking, landscaping, and public open space. |

RECOMMENDATION: Permit



This site map is for reference purposes only. OS Crown Copyright. All rights reserved Cheltenham Borough Council 100024384 2007

1. DESCRIPTION OF SITE AND PROPOSAL

- 1.1 The application site comprises the majority of a former school site located on the north-east side of Arle Road, opposite the junctions of Arle Road with Arle Drive and Arle Gardens. Public footpaths run adjacent to the north western and south eastern boundaries of the site. The river is to the north east of the site and the railway line runs parallel with the south eastern boundary of the site.
- 1.2 The surrounding area is largely residential although Cheltenham Trade Park exists to the east of the train tracks.
- 1.3 The site has been cleared of all buildings and structures. The sports hall has been retained and this is excluded from the application site. This is now occupied by the YMCA.
- 1.4 In terms of constraints; Flood Zone 3 adjoins to the north of the site, however does not actually fall within the red line. A locally indexed building, 108 Arle Road is located opposite the site.

Background

- 1.5 This is a Reserved Matters application following on from the approval of outline consent which was approved following consideration by committee on 17th January 2014. The outline consent reserved all matters for future consideration except for access. This Reserved Matters application seeks to agree all outstanding matters i.e. appearance, landscaping, layout and scale.

Current Proposal

- 1.6 The outline application was indicatively proposed for 85 dwellings. This reserved matters application is for 90 dwellings.
- 1.7 In accordance with the outline consent, access is provided via one vehicular access point located towards the west of the site. The main access road leads around the central part of the site with a shared space running back towards the entrance of the site. A footpath leads into the site at a roughly central point. A sewer easement leads under the path and road. Two further spurs of shared space lead towards the eastern section of the site. The dwellings which front Arle Road are accessed directly off the road.
- 1.8 The proposal provides for public open space in the form of a LEAP in the north-eastern corner of the site, a LAP within the central section of the site and a LAP to the east of the site.
- 1.9 The proposed dwellings are a mixture of detached, semi-detached and terraced houses at 2, 2.5 and 3 storeys in height. The dwellings which front Arle Road are now all two storey semi-detached properties, as are those to the eastern part of the site. The 2.5 storey dwellings are located along the entrance into the site, around the central LAP and overlooking the LEAP towards the north of the site. The three storey dwellings are provided in 2 terraces of 3 dwellings to the west of the central LAP.
- 1.10 The accommodation which would be provided is as follows:
 - 45 x 4 bed
 - 36 x 3 bed
 - 9 x 2 bed

- 1.11** The affordable housing is provided in small groups. The shared ownership properties would be adjacent to the northern LEAP and adjacent to the central footpath into the site. The affordable rent properties would be located to the east of the central LAP, to the north eastern corner of the site, fronting the footpath and at the entrance to the spur road leading to the northern LEAP.
- 1.12** Parking is provided through a variety of detached garages and allocated parking spaces. The three storey dwellings have integral garages on the ground floor.
- 1.13** The style of buildings is pitched roof dwellings constructed of a mixture of brick and render with slate-grey roofs. Where dormers are proposed they are flat roofed.
- 1.14** Amended plans have been submitted during the course of this application in response to Officer comments. The main changes which have been achieved are as follows:
- Amendments to the Arle Road frontage to ensure that all these units are two storeys and semi-detached to reflect the prevailing character of the area.
 - Simplification of materials palette – removal of timber cladding, fewer colours of bricks, render and roofing materials now proposed.
 - Reconfiguration of internal layout of three storey dwellings to assist in overlooking of central LAP.
 - The introduction of additional windows on previously blank gable ends to add interest.
 - Amendments to some of the garages and parking areas to improve their accessibility, appearance and safety.
 - Alterations to hard and soft landscaping, boundary treatments and layout of public open space.
- 1.15** This application comes before committee at the request of Cllr Rawson principally due to concerns relating to the access but also due to the scale of the application.
- 1.16** It was confirmed at outline stage that no Environmental Impact Assessment would be required for this proposal.

2. CONSTRAINTS AND RELEVANT PLANNING HISTORY

Constraints:

Landfill Sites boundary

Relevant Planning History:

12/00662/DEMCON 23rd May 2012 NPRIOR

Demolition of all school buildings, former caretakers house and other structures (Not including the existing Sports Hall)

13/00911/OUT 17th January 2014 PER

Outline application for residential development including means of access (indicative layout of 85 dwellings)

3. POLICIES AND GUIDANCE

Adopted Local Plan Policies

CP 1 Sustainable development
CP 3 Sustainable environment
CP 4 Safe and sustainable living
CP 5 Sustainable transport
CP 7 Design
CP 8 Provision of necessary infrastructure and facilities
PR 1 Land allocated for housing development
BE 18 Design and landscaping of new roads
GE 5 Protection and replacement of trees
GE 6 Trees and development
GE 7 Accommodation and protection of natural features
NE 1 Habitats of legally protected species
HS 1 Housing development
HS 2 Housing Density
HS 4 Affordable Housing
HS 5 Mixed Communities
RC 2 Youth and adult outdoor playing facilities
RC 3 Outdoor playing facilities in educational use
RC 6 Play space in residential development
RC 7 Amenity space in housing developments
UI 1 Development in flood zones
UI 2 Development and flooding
UI 3 Sustainable Drainage Systems
TP 1 Development and highway safety
TP 2 Highway Standards
TP 6 Parking provision in development

Supplementary Planning Guidance/Documents

Affordable housing (2004)
Amenity space (2003)
Flooding and sustainable drainage systems (2003)
Landscaping in new development (2004)
Planning obligations (2003)
Planning obligations: transport (2004)
Play space in residential development (2003)
Security and crime prevention (2003)

National Guidance

National Planning Policy Framework

4. CONSULTATIONS

Wales and West Utilities

14th August 2014

Wales & West Utilities acknowledge receipt of your notice received on 04.08.2014. advising us of the planning application and proposals at Christ College, Arle Road, Cheltenham.

We enclose an extract from our mains records of the area covered by your proposals together with a comprehensive list of General Conditions for your guidance. This plan shows only those pipes owned by Wales & West Utilities in its role as a Licensed Gas Transporter (GT). Gas pipes owned by other GTs and also privately owned pipes may

be present in this area. Information with regard to such pipes should be obtained from the owners. The information shown on this plan is given without obligation, or warranty and the accuracy thereof cannot be guaranteed. Service pipes, valves, syphons, stub connections, etc., are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Wales & West Utilities, its agents or servants for any error or omission.

Wales & West Utilities have no objections to these proposals however our apparatus may be at risk during construction works and should the planning application be approved then we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversion works be required these will be fully chargeable.

Wales & West Utilities apparatus may be directly affected by these proposals and the information you have provided has been forwarded to Asset Management for their comments. If Wales & West are affected an Engineer will then contact you direct.

Please note this is in regard only to those pipes owned by Wales & West Utilities in its role as a licensed Gas Transporter (GT). Gas pipes owned by other GT's and also privately owned may be present in this area and information with regards to such pipes should be obtained from the owners.

Please note that the plans are only valid for 28 days from the date of issue and updated plans must be requested before any work commences on site if this period has expired. If you have any queries please contact Theresa Cubitt on 02920 278835 who will be happy to assist you.

Contaminated Land Officer

19th August 2014

Unsure whether the original permission 13/00911/OUT conditions are retained. If so, then no further comment. Otherwise the inclusion of the contaminated land condition is required as before.

3rd November 2014

Comment as per Comment Date: Tue 19 Aug 2014

GCC Highways Planning Liaison Officer

14th August 2014

TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAY RECOMMENDATION

General

This application relates to the outline permission 13/00911/OUT. This permission allows for the development of 85 dwellings. Application 14/01317/REM includes 90 dwellings. This is not a concern in terms of highways capacity, notwithstanding design comments below, however this point is raised to the LPA as this may affect other aspects of the application.

The proposed masterplan includes the agreed site access and accords with the principles of the masterplan as set out in the outline permission. Whilst the use of shared surface areas designated through the use of surface treatments is considered appropriate, block paving should be removed where the intention is for the highways to be adopted as this can present a maintenance liability to GCC. Details of footway and carriageway widths to be annotated on plan for all areas and at any changes in width/alignment.

Parking

The proposed development provides 140 allocated parking spaces and states that a further 61 garages are appropriate for use as parking spaces. In order for a garage to be included in the parking allocation it must have internal dimensions of 3m x 6m. These dimensions should be confirmed by the applicant. A further 8 unallocated parking spaces are provided.

It is important to provide an appropriate level of parking for residential development in order to limit the potential for overspill parking to occur which could impact on highway safety and capacity. The level of parking is considered acceptable. Whilst a higher level of unallocated parking would be desirable, GCC is satisfied that additional visitor parking could be accommodated safely through on-street parking or by using an allocated space of the dwelling being visited.

The parking spaces allocated to Plots 52, 53 and 54 are not directly over-looked by their dwellings as they are situated on the opposite side of the road. Whilst it is recognised that this is a shared surface street, this arrangement introduces unnecessary conflict between vehicles and pedestrians as people will need to cross the road to travel between the car and the house. This is likely to include small children who may not be aware of the potential dangers and enter the carriageway unaware. The layout should be revised for these spaces to be located in the plot curtilage for each dwelling.

Where dwellings do not include garages, garden sheds are shown to provide safe and secure cycle parking. This is acceptable. The development should also identify locations for publicly available cycle parking to be provided for visitors.

Swept Path Analysis (SPA)

SPA should be provided to demonstrate that a refuse vehicle and a large estate car can pass each other on the internal access roads. Additionally SPA should be presented to show all movements between the main access road and side roads expected to occur within the development. This is especially pertinent on bends to determine if any bend widening is required. SPA should show 500mm clearance between vehicles and kerb lines.

The SPA for the access road serving Plots 65 to 73 shows kerb over-runs on both the movement out of the access road and the use of the turning head. Revised SPA should be presented to demonstrate that clearance can be achieved or the layout should be adjusted.

Visibility

The internal road layout plans do not provide visibility splays for the internal access roads or forward visibility around bends. Details of junction visibility onto the spine road and forward visibility around bends to accord with a 20mph design speed, 22m junction visibility and 25m forward visibility will need to be demonstrated.

Pedestrian/cycle access

The development should provide a footway on both sides of the main access road to provide safe and suitable access on foot. Footway has not been provided along the east side of the access road between Plots 60 and 65. This will need to be revised. Where shared surface streets are shown, a minimum width of 6.8m should be provided. This should be confirmed. It would be acceptable to reduce this width if a 2m continuous pedestrian corridor is demonstrated.

The permeability for pedestrians and cyclists between the site and the surrounding area is welcomed. All links with off-site connections and away from the carriageway should be designed to accommodate both pedestrians and cyclists. The applicant should confirm that

these routes have been designed in accordance with LTN 02/08. A shared route for pedestrians and cyclists should have a minimum width of 3m. A segregated route should have a minimum cycle track width of 2m and a minimum footpath of 1.5m. It would be desirable to provide a cycle track width of at least 3m and footpath width of at least 2m. Minimum standards should not be seen as design targets. In designing such facilities, reference should be made to the numbers of pedestrians and cyclists expected to use these facilities. Safety should be a major consideration in designing pedestrian/cycle routes away from carriageways used by motor vehicles.

It is recognised that it may not be possible to provide natural surveillance for all routes. However, a high standard of surfacing, wide open paths without overgrown vegetation, good forward visibility and appropriate lighting should be provided. Having reviewed the submitted information GCC does not raise any concerns in this respect.

RSA (Road safety audit)

In line with GCC and the CIHT safety audit guidance a stage 1 road safety audit together with an appropriate risk assessment, designers response and exception report is required.

Tree Officer

7th August 2014

Proposed size, species, root type and planting pit details for this site look interesting, reliable and likely to successfully establish with the exception of Magnolia Koster which I understand can take up to 15 years before it starts to flower. It may be better to plant matching Prunus avium Plena or I suggest Liquidambar 'Worplesdon' slightly smaller and more colourful than Liquidambar styraciflua.

22nd October 2014

It appears from the soft landscaping proposals that my comment that the Magnolia kobus to be planted within the public open space was inappropriate due to the length of time it takes to flower (15 years) As such I recommended that this is changed to Prunus avium 'Plena'. However on re-reading my previous comment I referred to this Magnolia as Magnolia koster-which is perhaps why the revised plan tree schedule does not appear to have changed. Please could this be attended to - many thanks

Crime Prevention Design Advisor

11th August 2014

I write with reference to the above and thank you for the opportunity to make comments regarding this planning application. The content contained within this letter refers specifically to designing out crime.

It is recommended that the development is built to meet Secured by Design standards. Secured by Design (SBD) is a police initiative owned by the Association of Chief Police Officers (ACPO), to encourage the building industry to adopt crime prevention measures in the design of developments. It aims to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment, where communities can thrive.

Research conducted by Secured by Design has proven that SBD developments are half as likely to be burgled, have two times less vehicle crime and show a reduction of 25% in criminal damage, thereby increasing the sustainability of a development.

The boundary with the sports centre requires a buffer between the rear gardens of the dwellings (plots 30-36) and the public area of the sports centre (in addition to the rear boundary treatment 1.8m mini. This will help prevent nuisance from ball games or

inappropriate loitering.

It appears from the plans that the path between plots 70 and 71 is one long footpath linking to plots 77 & 78. This provides easy access to the rear of multiple plots (68 to 73 and 76 to 78). This arrangement is discouraged as these types of paths can become crime generators, compromising security and safety. The majority of burglaries are perpetrated by gaining access to the rear of dwellings. It is preferred that only one path serves plots 76 to 78 and a separate path for plots 68 to 73. These paths should not be linked. Lockable gates should be fitted to both.

All rear access paths must be gated, lockable and fitted as flush to the building line as possible to prevent the creation of recessed areas. The following paths require lockable gates:

22 & 23,
42 & 43,
47 & 48,
59 & 60,
85 & 86

It appears that the path located between plots 25 & 26 has a gate fitted. This also needs to be lockable.

The back to back garden arrangement is a good design feature as it prevents easy access to the rear of dwellings.

Rear and accessible side boundaries should be a minimum 1.8m and of solid construction to prevent unauthorised access and reduce risk of burglary. External fencing should take into consideration the likelihood of being breached by access to overhanging trees.

The proposed link to the footpath next to the LAP will increase the likelihood of non-residents accessing the estate and subsequent anti-social behaviour.

Please feel free to contact myself should you require any further assistance.

County Archaeology

29th July 2014

The archaeological implications of development on this site was considered at outline stage by a desk-based assessment compiled by Wessex Archaeology (report dated October 2012).

The assessment identified low potential for any archaeological remains to be present on this site, especially in view of the scale of previous development there.

Therefore, I am pleased to recommend that no archaeological investigation or recording should be undertaken in connection with this planning application, and I have no further observations.

Landscape Architect

28th October 2014

Drawing No: 0269.11.02 Rev H Soft Landscape Proposals and Management Plan, Plot Nos 30-38 and POS

Bike Rack

I think there may have been a misunderstanding about the location of the bike rack. In my previous comments I suggested moving the bike rack to one side of the proposed tarmac path. I meant the path which leads to the sports centre. However, the plan has been amended to include an area of tarmac at the front of the play area with a reinforced grass maintenance path alongside. I think this area of tarmac will look obtrusive in this location and is not acceptable. Suggest relocating the bike rack to one side of the proposed tarmac path leading to the sports centre, perhaps next to the gate to the play area. The bike rack should be on hard standing as previously suggested. The planting beds containing Ceanothus, Mahonia, Hypericum could be moved further along the perimeter of the play area, so they soften the bike rack area but do not screen it. The area of tarmac currently proposed for the bike rack could then revert to grass and reinforced grass maintenance access. This will be a more aesthetic solution.

Drawing No: 0269.11.01 Rev H Soft Landscape Proposals and Management Plan, Plot Nos 1-29 & 40-90 & POS

Plot 62

Block paviors would be preferable to tarmac. The paviors proposed for the road are Formpave Natural, laid diagonally across the road. Suggest using the same paviors but laid parallel to the boundary to distinguish the edge of the property from the road.

18th August 2014

General Comments

Amenity Space

Play areas comprise the greater part of the open space proposed. More general amenity space should be included within the proposed development. The provision of amenity space should be central to the design layout, leading to the creation of a green and spacious neighbourhood. (NPPF *Requiring good design* Para 58 (bullet point 3); Cheltenham Borough Council Local Plan: *Policy RC7; SPG Amenity Space in Residential Development*).

Sustainable Drainage System (SuDS)

A drainage strategy based on a landscape approach to sustainable urban drainage would be preferable. This could be integrated with increased provision of amenity space. (JCS Pre-Submission Document 2014: *Policy INF3 2-iv; Para 5.3.7 (bullet point 4)*. Cheltenham Borough Council SPG: *Amenity Space in Residential Development (paras 4.3, 4.4); Sustainable Drainage Systems*).

Rear Gardens

Rear gardens are shown as soil. This is not acceptable - rear gardens to all dwellings should be turfed. - Each dwelling requires a paved path from the front of the dwelling to the rear garden and to its bin/cycle store. This will facilitate bin management, allowing occupiers to return their bins to their back gardens after refuse collection and so prevent 'wheelie bin blight' of the street. - Revised drawings showing turfed rear gardens with paved paths are required. (NPPF *Achieving sustainable development* Para 9 (bullet points 3&4), Para 17 (bullet point 4); JCS Pre-Submission Document 2014 *Policy SD5: Design Requirements para.iii Amenity and Space*)

Drawing No: CIR.T.0269 131 Means of Enclosure

Plots 35, 36, 37, 38

The close board fencing forming the rear boundaries of these plots should be replaced with a 1.8 metre high brick wall, as is shown for the side wall of Plot 38. Whereas fencing is an

appropriate choice for boundaries between gardens, where gardens abut parking or communal areas a wall is a more aesthetic alternative, providing better continuity with built form. Does the car port of Plot 35 have a solid rear wall? If so the parking space on the garden side will be unusable. Consider setting back the car port from the building line and locating the extra parking space in front of it.

Plot 36

The garden boundary of Plot 36 is incomplete. A closeboard fence is shown between the parking bays of Plots 36 & 38 and the rear garden of Plot 36. There is no fence shown between the side of parking bay 38 and the boundary of the sports hall, but only a short section of fence perpendicular to the boundary and the corner of the parking bay. Completing the boundary is not really an option because it would leave Plot 36 with an unusable area of garden space. Consider the following: - *Extend the boundary between the parking bays of Plots 36 & 38 and the rear garden of Plot 36 along to the boundary with the sports hall. Remove the 'stranded' section of fence at the front of the parking bay 38. Extend planting along the boundary with the sports hall.*

Boundary Fence Along Eastern Public Footpath

Please could clarification be sought regarding how much of the existing steel palisade boundary fence is being retained. The drawing shows new railings installed around the boundary of Plot 1 and the LAP. What is intended for the section between these two?

POS Boundary

Details are required of the boundary treatment for the POS, bearing in mind that the bank drops quite steeply to the River Chelt on the other side of the site red line.

What boundary treatment is proposed between the sports centre and the POS? Is it proposed to have an entrance from the POS to the sports centre? Please could details be supplied.

Drawing No: 0269.11.01 Soft Landscape Proposals and Management Plan, Plot Nos 1-29 & 40-90 & POS

Plot 52

Consider planting a tree in the garden of Plot 52, near to the boundary wall so that the canopy will provide visual amenity to the streetscene when viewed from the entrance off the spine road.

Central LAP

Prunus avium 'Plena' Although a lovely tree, it will eventually outgrow these locations. A smaller, less spreading variety would be more appropriate - consider *Prunus* 'Umineko'. Suggest planting *Prunus avium* 'Plena' in the northern POS instead, where there is more space for it to grow to maturity.

Clarification is required regarding the planting arrangement for 3 *Sambucus* BT & 3 *Clematis* MJC

Plot 62

The Site Layout drawing suggests that there is a landscape strip along the side of the dwelling and boundary wall, but this is not shown planted on the planting plan. Elsewhere in Cheltenham soft landscape strips such as this have proved problematical due to lack of

maintenance and overrun by vehicles. Please clarify what hard or soft landscape treatment is proposed here.

Plot 75

The area of grass behind the hedge is awkwardly shaped and could be difficult to maintain. Suggest replacing with shrub and/or herbaceous planting.

East Boundary - Turfed Area

There is an area of turf shown along the eastern site boundary, between the boundary and the gardens of the proposed dwellings. Consider including an alternative form of groundcover as grass may not thrive in the dry shade under the trees. Suggest planting with a woodland edge mix of low-growing shrubby and herbaceous groundcover. This would also be more beneficial for wildlife.

Eastern LAP

Similar concern to above. Consider a shade tolerant groundcover under the trees.

Drawing No: 0269.11.02 Soft Landscape Proposals and Management Plan, Plot Nos 30-38 and POS

POS and LEAP

Please see the comments below from the Green Space Development team regarding the proposed play areas.

Trees and Hedging Along Southern & Western Boundaries of POS

It is essential to have a high level of informal surveillance of the play area. To this end the 7 *Carpinus betulus* 'Frans Fontaine' should be removed from the locations shown on the plan and consideration given to planting trees to the north of the play area, along the site boundary. Suggest selecting species for spring flower and autumn colour to provide a seasonal backdrop to the play area. Removing the trees from the edge of the POS might make this area vulnerable to vehicle overrun. The low *Prunus* 'Otto Luyken' hedge is unlikely to be a robust enough barrier to prevent this, especially when first planted. Consider the following alternatives: - Remove the hedge. Install a knee rail, with gaps to allow for hard surface paths to the play area. Plant groups of mixed, low-growing shrubs at intervals for seasonal interest. - Remove the hedge and install knee rail as above. Plant native shrubs along the east and west boundaries, keeping the southern boundary clear by extending grass to the edge. - Remove the fencing from around the play area and install it along this boundary instead, setting back the fence to allow for outward opening gates. Wildflowers could be planted on the play area side of the fence for visual amenity and wildlife benefit.

Cheltenham Tree Group

4th August 2014

We defer to the Trees Officer's expertise & judgement in this application. We would want to see his requirements (present and future) satisfied in full before approval is given.

Architects Panel

30th July 2014

The panel previously reviewed this scheme at outline stage, the main difference being the addition of 5 units bringing the total to 90.

The main frontage elevation did not seem to be as successful as some of the other elevations, and a greater degree of variation in height would seem to help this; in particular, around the vehicular and pedestrian access points which did not seem to have been articulated in any significant way. It was suggested that the pitch to the set-back garages could also be rotated to present a gable to the front to add variety to the frontage. The design of the single garages is also quite odd and switching the direction of the pitch may help this as well. In some units the distance between parking and the front door was quite great and a reduction in density may help this issue.

Whilst we understand the reasons behind the positioning of the vehicular entrance, some attention to the experience of entering the site would be of benefit as it is currently very non-descript and the distance from the entrance to the first spatial event is quite long. Again, a reduction in density may help here.

On a detail level, we felt that the render surround shown on some units seemed a little dated and a more contemporary approach to traditional forms may be of benefit.

Overall we felt that the increase in numbers was detrimental to the scheme and the loss of some of the units would help some of the perceived design issues.

Townscape Manager

7th November 2014

This proposal has been through a series of iterations during lengthy pre-application and post-application discussions.

The proposal as now presented works well – the structural concept, layout, and contextual relationships are satisfactory and, if well delivered on site, should provide a pleasant and safe living environment for occupants.

Over the course of the negotiations there have been a number of important changes which now make the proposal acceptable:

- rear parking courts have been eliminated and internally there is now a network of linked streets and spaces;
- public spaces and streets are fronted-up by well-elevated, active frontages and there is improved surveillance of the public footpath to the east;
- the scale and mass of buildings on the Arle Road frontage is now consistent with those which form the existing street-scene and should sit comfortably within it;
- the building facades and forms are calm and well-grounded within those of the surrounding context, but with contemporary elements which give them a distinct identity and character;
- what at one time was an over-fussy approach to creating distinctive character areas on what is a comparatively modest site, appears to have been calmed and is acceptable;
- the street and footpath layout within the site is now permeable and legible;
- car park allocation and distribution has been rationalised and is now acceptable.

The site has had its challenges:

- Addressing the retained sports centre was always a difficult proposition and whilst the relationship to the rear of adjacent proposed properties is tight, there is little alternative, it should not be problematic. The proposed solution in terms of vehicular and pedestrian access is acceptable.
- Attempting to take advantage of what, on the existing cleared site, are expansive views of the scarp to the north-west was always an aspiration. On reflection the enclosure necessitated by the development of the site would always make the retention of

significant views difficult to achieve if the site layout was to retain any logic. The solution does retain limited views across and from the LEAP and is acceptable.

- The central sewer easement has been successfully dealt with, providing a spine which now shifts between pedestrian-only footpath through shared spaces, LAP, segregated street space and on to the LEAP and pedestrian access to the sports centre. This is a logical sequence of spaces.
- The landscape concept – with tree-lined streets; retained and strengthened planting on the site edge; and a series of well-distributed open spaces is a good basis for the detailed landscape scheme.

5. PUBLICITY AND REPRESENTATIONS

| | |
|-------------------------|----|
| Number of letters sent | 44 |
| Total comments received | 9 |
| Number of objections | 8 |
| Number of supporting | 1 |
| General comment | 0 |

5.1 The application was publicised by way of letters to 44 neighbouring properties, site notices and a notice in The Echo. 8 objections and one letter of support have been received. The consultation exercise was repeated upon receipt of revised plans.

5.2 Summary of Comments Received

- Concern about the scale of the houses and internal space.
- Entrance is inadequate and should be moved to the centre of the site
- Proposed gardens are inadequate
- Too many houses for site/cramped/density too high
- Houses not in keeping with homes in Arle Road
- Inadequate parking
- Impact on local congestion
- Exacerbation of anti-social behaviour on Chelt Walk
- Object to trees and vegetation being removed – impact on privacy and security of Brooklyn Gardens properties.
- Concern about proposed materials
- Can local schools meet demand?

6. OFFICER COMMENTS

6.1 Determining Issues

The key issues in determining this application area considered to be: (i) principle of development, (ii) highways and access issues, (iii) layout and design, (iv) trees and landscaping, (v) affordable housing and other contributions, (vi) neighbour amenity, (vii) flood risk and drainage, (viii) ecology, (iv) utilities, (v) contamination.

6.2 Principle of development

6.2.1 The principle of developing the site has been established through the granting of outline consent under reference 13/00911/OUT.

6.2.2 The outline application did not specify a maximum capacity for the site although the indicative material submitted with the application indicated 85 dwellings. This application proposes 90 dwellings. The layout has been changed, largely in response to Officer's comments, in addition to operational requirements and applicant preferences. However

the layout is in general accordance with the principles agreed at outline stage. Similarly although the proposed number of dwellings has increased, the increase of 5 is not considered to be sufficient to represent a departure from the principles of the outline application.

- 6.2.3** For these reasons the principle is considered to be acceptable and does not need to be revisited.

6.3 Highways and access issues

- 6.3.1** As mentioned above the access was agreed as part of the outline application. The agreed access point is to the north west of the existing access.

- 6.3.2** A number of the objections which have been received make reference to the impact of the proposal on the local road network. The highways modelling which was carried out at the time of the outline application modelled the impact of 100 dwellings on this site in order to represent the 'worst case scenario'. This concluded that when compared to the previous use of the site (school) there would not be a significant impact on the highway.

- 6.3.3** The Highways Officer has confirmed that the increase from 85 to 90 dwellings is not a concern in terms of highways capacity and that the proposed masterplan includes the agreed site access and accords with the principles of the masterplan as set out in the outline permission.

- 6.3.4** The Highways Officer raised issues in relation to detailed highways matters pertaining to the internal layout of the site as detailed above. Revised plans have now been received which seek to address these points and the Highways Officer has now confirmed that the layout and parking provision is acceptable.

- 6.3.5** For these reasons the proposal is considered to be in accordance with policies TP 1 Development and highway safety, TP 2 Highway Standards and TP 6 Parking provision in development and advice contained within Section of the NPPF.

6.4 Design and layout

- 6.4.1** There have been significant improvements to the layout when compared to the indicative plan which was included in the outline submission. The flow of the streets work better and all parking courts have now been eliminated from the scheme. The Townscape Manager is supportive of the scheme as outlined in his comments above.

- 6.4.2** Officers have met with the applicant and agent on a number of occasions to seek amendments to improve the proposal. A significant outcome of these discussions was to ensure that all of the frontage properties which face Arle Road are semi-detached in form and are two storeys in height. The original scheme included a number of 2.5 storey buildings along this frontage with very large roofs and Officers were concerned that they would be overly prominent and not in keeping with the character of the area.

- 6.4.3** The proposals do still include a number of 2.5 storey buildings and there are residual concerns that these building types do have a top-heavy appearance and in places juxtapose awkwardly with their two storey neighbours. However these instances are internal to the site and would not be widely visible from public vantage points and as such, on balance, Officers consider that the inclusion of these units is acceptable.

- 6.4.4** Similar concerns are retained about the three storey block towards the centre of the site which Officers felt was overly tall in comparison with its two storey neighbours and presented a blank frontage at ground floor level to the central LAP. There is a group of three storey buildings within Arle Gardens which have been cited as precedent by the

applicant although it should be stressed that this comparison is of limited relevance. Officers considered view is that given the central location of this accommodation to the site and the role it could play in framing the public open space, on balance this group of buildings is acceptable. Whilst the ground floor still presents a black elevation to the street the first floor front facing accommodation is now a living room which assists in providing surveillance to the central LAP.

- 6.4.5** The buildings themselves take a relatively traditional pitched roof form which is considered to be appropriate for the context. The original palette of materials included 3 colours of render including orange and pink, 3 different red bricks, 3 different roof materials and sections of timber cladding. The current scheme includes a much simplified palette which will help the development to have a coherent appearance and an identity of its own. The elevations of the individual buildings are considered to be acceptable and now include features to liven them up such as projecting bays, window surrounds, porches and windows on otherwise blank gables.
- 6.4.6** With regards to parking layout, Officers were concerned that a number of parking spaces were quite divorced from the houses which they serve which could result in people parking in an ad-hoc manner on the sides of roads and on pavements in order to be parked in closer proximity to their properties. Some improvements have been made in this regard and all parking spaces and garages are now of dimensions which accord with Highways Standing advice. There are still some areas where parking is slightly contrived, however this is much improved and it is now not considered that this would lead to an unacceptable situation with relation to on-street parking.
- 6.4.7** The permeability of the site is considered to be appropriate with links to the existing footpath on the eastern boundary. The applicants do not have control over the western boundary but provision is made for a footpath link in the vicinity of the sports hall. A footpath link is also provided between the northern LEAP and the sports hall on the adjacent land. This will provide a positive functional link between these two facilities.
- 6.4.8** Overall the proposal is now considered to represent a good scheme which will make a positive contribution to the Arle Road street frontage, which provides a good standard of accommodation with adequate parking and amenity space along with good access to areas of public open space.
- 6.4.9** For these reasons, the proposal is considered to be in accordance with policy CP 7 Design of the Local Plan and advice contained in the NPPF at section 7 which relates to achieving good design.

6.5 Trees and landscaping

- 6.5.1** The outline planning consent considered the implications on the trees within and adjacent to the site in quite some detail. Some trees were proposed to be removed including one of the street trees on Arle Road. A contribution of £1,200 was secured through the section 106 agreement for a replacement tree.
- 6.5.2** A number of conditions were attached to the outline consent in relation to the trees including the installation of protective fencing, no-dig build methods in the vicinity of retained trees, no fires within 5m of the RPA, all service runs to be outside of the RPA, paths and hard landscaping in RPA to use no-dig build methods, time table or arboricultural inspections and details of leaf guards for guttering and down pipes.
- 6.5.3** A landscaping scheme has been submitted with this reserved matters application and this has been the subject of a number of re-designs following discussions with the Council's Landscape Architect. These suggestions have largely been taken on board and included in the amended plans. There are some residual points which have not yet been resolved as detailed in the latest comment dated 28th October. The outstanding matters relate to the

position of the bike rack within the LEAP and the detail of the hard standing to the perimeter of plot 62. The tree officer has also requested a change in tree species within the Public Open Space. Given the relatively minor nature of these issues it is considered appropriate to require them to be addressed through a revised landscaping scheme by condition rather than delaying a decision on the application.

6.5.4 It has been confirmed that the Council will not be adopting the areas of public open space provided within the development and as such it will be necessary for these to be maintained by a private management company at the expense of the developer. A condition to this effect is recommended.

6.5.5 Subject to these controls it is considered that the proposal is acceptable with reference to trees and landscaping.

6.5.6 For these reasons the proposal is considered to be in accordance with policies GE 5 Protection and replacement of trees and GE 6 Trees and development of the Local Plan and section 11 of the NPPF

6.6 Impact on neighbouring property

6.6.1 The relationships of the proposed buildings with neighbouring properties are considered to be acceptable. The properties which face the development on the opposite side of Arle Road are all in excess of 25m away from the proposed dwellings. Existing properties which neighbour the site to the north west are all in excess of 35m away from the proposed dwellings. As such the proposal would not result in any harmful impacts upon neighbours by way of loss of privacy or light.

6.6.2 Representations received by residents of Brooklyn Gardens have made reference to the removal of vegetation alongside the western footpath. Whilst this might provide a welcome screen for these residents it is not considered that its retention can be insisted upon. A landscaping scheme shows a comprehensive scheme of planting in this area. Officers have been keen to ensure that the development addresses the footpath whilst realising that existing residents do not wish the development to open on to it, thereby encouraging significantly more activity to the rear of the gardens of Brooklyn Gardens. It is considered that the detailed scheme no proposed achieves a good balance between these aims.

6.6.3 For these reasons the proposal is considered to be in accordance with policy CP 4 Safe and sustainable living of the Local Plan

6.7 Flood Risk and Drainage

6.8.1 The Environment Agency were consulted on the outline application and had no comments to make. Condition 10 of the outline consent requires that prior to the commencement of development a scheme for surface water management drainage system be submitted to the Authority. It requires that this be designed in accordance with the principles of Sustainable Urban Drainage Systems (SUDS).

6.8 Ecology

6.9.1 The ecological implications of the development were fully considered at outline stage when an ecological appraisal was submitted. Conditions were attached to the outline consent in relation to a watching brief for birds, the removal or management of Cotoneaster, the erection of bird boxes and landscaping proposals.

6.9 Contamination

6.10.1 Condition 4 of the approved outline consent requires a full assessment and remediation scheme to be submitted and complied with prior to any occupation. Further information has

been submitted to the Council on contamination, however this as a multi-stage condition and it will not be possible to discharge in until the remediation strategy is in place and signed off by the Contaminated Land Officer.

6.10 Other considerations

- 6.11.1** The revised plans respond to the concerns of the police architectural liaison officer by introducing lockable gates to side accesses to buildings and ensuring that they do not link together to provide potential areas for anti-social behaviour.

7. CONCLUSION AND RECOMMENDATION

- 7.1** The principle of developing this site for residential purposes was agreed at outline stage. Considerable effort has gone into negotiating a scheme which will result in a positive addition to the Town's housing stock. Despite concerns about some of the building heights, the layout is considered to be acceptable and will provide a development with a sense of identity which will be a good place to live. A comprehensive landscaping scheme has been designed which provides access for residents to green spaces.
- 7.2** The access arrangements were established at outline stage and whilst there are still reservations from neighbours on this point, the County Council are supportive of the scheme.
- 7.3** It is considered then that the proposal is in accordance with local and national planning policy and as such is recommended for approval.

8. CONDITIONS / INFORMATIVES

- 1 The development shall be started on or before whichever is the later of the following dates:-

- (a) Five years from the date of the outline permission;
- (b) Two years from the date of this decision.

Reason: To enable the Local Planning Authority to review the development should it not be started within the time specified.

- 2 The development hereby permitted shall be carried out in accordance with the following drawing numbers:

3

0269.11.01 H received 17/10/14
0269.11.02 H received 17/10/14
CIR.T.0269_08E received 17/10/14
CIR.T.0269_11D received 17/10/14
CIR.T.0269_12B received 3/10/14
CIR.T.0269_13D received 17/10/14
Housetype pack T.0269_14 Rev C received 3/10/14
CIR.T.0269_15B received 3/10/14
CIR.T.0269_16A received 3/10/14
CIR.T.0269_17D received 17/10/14
CIR.T.0269_19D received 17/10/14
31 Rev A received 22/7/14
34-01 Rev D received 17/10/14
34-02 received 17/10/14
34-03 received 17/10/14
20938 35 received 22/7/14

Reason: To ensure the development is carried out in strict accordance with the approved drawings.

- 3 Prior to the commencement of development, a detailed scheme for landscaping, tree and/or shrub planting and associated hard surfacing (which should be permeable or drain to a permeable area) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify species, density, planting size and layout, protection, aftercare and maintenance. The size of the trees shall be at least a Selected Standard as per BS 3935-1:1992. The scheme approved shall be carried out in the first planting season following the occupation of the building or completion of the development, whichever is the sooner. The trees shall be maintained for 5 years after planting and should they be removed, die, be severely damaged or become seriously diseased within this period they shall be replaced with another tree as originally required to be planted.

The landscaping scheme shall include a scheme for the removal and/or management of Cotoneaster.

The landscaping scheme shall take account of the comments of the Council's Landscape Architect dated 28/10/14 and the comments of the Council's Tree Officer dated 22/10/14.

Reason: To ensure that the development is completed in a manner that is sympathetic to the site and its surroundings in accordance with Local Plan Policies CP1 and CP7 relating to sustainable development and design.

- 4 All areas of public open space and landscaped areas of the site which do not form the residential curtilage of a property shall be maintained in accordance with a Management Agreement which shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of a dwelling on the site.

Reason: To ensure that the development is completed in a manner that is sympathetic to the site and its surroundings in accordance with Local Plan Policies CP1 and CP7 relating to sustainable development and design.

- 5 Prior to the first occupation of the development, the car parking areas including garages shall be completed and marked out in accordance with the approved plan(s). The car parking areas including garages shall thereafter be retained in accordance with the approved plans and kept available for use as car parking.

Reason: To ensure adequate car parking within the curtilage of the site in accordance with Local Plan Policy TP1 relating to development and highway safety.

- 6 Affordable housing shall be provided on the site in accordance with the approved plans and in accordance with the terms of the signed s.106 agreement dated 17/1/14.

Reason: To ensure that an adequate level of affordable housing is provided in accordance with policy HS4 of the Local Plan.

INFORMATIVES

- 1 In accordance with the requirements of The Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and the provisions of the NPPF, the Local Planning Authority adopts a positive and proactive approach to dealing with planning applications and where possible, will seek solutions to any problems that arise when dealing with a planning application with the aim of fostering the delivery of sustainable development.

At the heart of this positive and proactive approach is the authority's pre-application advice service for all types of development. Further to this however, the authority publishes guidance on the Council's website on how to submit planning applications and provides full and up-to-date information in relation to planning applications to enable the applicant, and other interested parties, to track progress.

In this instance, the authority sought amendments to the layout and design in order to make the scheme acceptable.

Following these negotiations, the application now constitutes sustainable development and has therefore been approved in a timely manner.