

Application No: [W 22 / 0232](#)

Town/Parish Council: Radford Semele
Case Officer: Dan Charles

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Registration Date: 08/02/22

Expiry Date: 10/05/22

Land On The South Side Of, Chesterton Drive, Leamington Spa

Application for approval of Reserved Matters for residential development of 200 dwellings relating to appearance, landscaping, layout and scale in pursuance of outline planning permission W/20/0617. FOR AC Lloyd (Homes) Ltd

RECOMMENDATION

That the reserved matters application is approved.

DETAILS OF THE DEVELOPMENT

This application seeks the approval of reserved matters relating to the appearance, layout, landscaping and scale of the development, following the grant of outline permission on appeal in pursuance of application W/20/0617. The site forms part of allocation H03 within the Local Plan which is allocated for up to 500 dwellings.

The proposal is for the erection of 200 dwellings together with all internal site works as matters reserved from the outline that granted the principle of development and the means of access to the public highway.

THE SITE AND ITS LOCATION

The site is currently agricultural land to the south of the new development known as Emperor Boulevard.

The site abuts the new dwellings to the north but is separated by a public bridleway that runs along the entire site boundary. This bridleway also forms an agricultural access track serving properties to the east of the site.

The eastern side of the site abuts open land and part of this area falls within Flood Zones 2 and 3 comprising the flood plain of Whitnash Brook.

To the south lies open agricultural land which also forms part of the wider housing allocation H03.

The western boundary flanks the railway line that runs the length of the boundary. Beyond the railway line lies residential development.

The northern and western boundaries of the site are defined with mature hedgerows. To the east, the boundary is a combination of hedgerows and trees.

The site is predominantly flat with no significant level changes.

As explained below, the site forms parts of the strategic Local Plan allocation H03 and as such is an important aspect of the Council's housing delivery strategy. That strategy supports the ongoing provision of a 5-year housing land supply which itself is crucial in continuing to enable the Council to retain control of the pattern of housing development across the District.

PLANNING HISTORY

W/20/0617: Outline planning application for a residential development of up to 200 dwellings with associated access, landscaping and public open space. (all matters reserved apart from access): **REFUSED 12.02.2021. APPEAL ALLOWED 20.08.2021**

W/21/0590: Outline planning application for a residential development of up to 200 dwellings with associated access, landscaping and public open space: **REFUSED 28.05.2021.**

RELEVANT POLICIES

National Planning Policy Framework

Whitnash Neighbourhood Plan (2011-2029)

- W4 - Building Design Principles
- W6 - Protection and Enhancement of Whitnash Brook and Brook Valley
- W9 - Landscape Design Principles
- W10 - Improving Accessibility for All
- W11 - Housing Mix
- W14 - Sustainable Design
- W15 - Flood Resistance and Resilience
- W16 - Design to Reduce Surface Water Run Off
- W17 - Reducing Flood Risk through Landscaping

Warwick District Local Plan 2011-2029

- DS1 - Supporting Prosperity
- DS2 - Providing the Homes the District Needs
- DS3 - Supporting Sustainable Communities
- DS4 - Spatial Strategy
- DS10 - Broad Location of Allocated Sites for Housing
- DS15 - Comprehensive Development of Strategic Sites
- PC0 - Prosperous Communities
- H0 - Housing
- H1 - Directing New Housing
- H2 - Affordable Housing
- H4 - Securing a Mix of Housing
- SC0 - Sustainable Communities
- BE1 - Layout and Design
- BE2 - Developing Strategic Housing Sites
- BE3 - Amenity

- DS11 - Allocated Housing Sites
- BE5 - Broadband Infrastructure
- BE6 - Electronic Communications (Telecommunications and Broadband)
- TR1 - Access and Choice
- TR2 - Traffic generation
- TR3 - Parking
- HS1 - Healthy, Safe and Inclusive Communities
- HS3 - Local Green Space
- HS4 - Improvements to Open Space, Sport and Recreation Facilities
- HS5 - Directing Open Space, Sport and Recreation Facilities
- HS6 - Creating Healthy Communities
- HS7 - Crime Prevention
- CC1 - Planning for Climate Change Adaptation
- CC2 - Planning for Renewable Energy and Low Carbon Generation
- CC3 - Buildings Standards Requirements
- FW1 - Development in Areas at Risk of Flooding
- FW2 - Sustainable Urban Drainage
- FW3 - Water Conservation
- FW4 - Water Supply
- HE4 - Archaeology
- NE1 - Green Infrastructure
- NE2 - Protecting Designated Biodiversity and Geodiversity Assets
- NE3 - Biodiversity
- NE4 - Landscape
- NE5 - Protection of Natural Resources
- DM1 - Infrastructure Contributions

Guidance Documents

- Parking Standards (Supplementary Planning Document- June 2018)
- Open Space (Supplementary Planning Document - April 2019)
- Distance Separation (Supplementary Planning Guidance)
- Air Quality & Planning Supplementary Planning Document (January 2019)
- Affordable Housing (Supplementary Planning Document - July 2020)

SUMMARY OF REPRESENTATIONS

Whitnash Town Council: Neither object nor support.

Royal Leamington Spa Town Council: Objection - reiterates concerns regarding site access. Recommend traffic calming measures prior to any building works commencing.

Councillor Luckhurst: Concern about the lack of public transport access to the site as per the comments from Stagecoach.

Councillor Roberts: Concern regarding Stagecoach comments about the lack of access into the site for bus services.

Councillor Bryce: Concern about the lack of access to the site for public transport. Note the Stagecoach objection. Residents will have to walk 1/2km to the nearest bus stop. This isolates those who rely on public transport.

Councillor Mangat: Stagecoach have said in their objection that they would not serve the site without second access point. Therefore, I have concern for isolation, wellbeing and the safety of residents and the scheme does not support commitments to sustainable communities or the climate agenda.

Matt Western MP: The development remains unnecessary and unwanted by residents. It is not needed – there is already over-development by 3,500 homes. Housing need from the site can be provided elsewhere. The main issue is the single access. However, a second access that reduces amenities for Campion School pupils cannot be supported. Concerned that local services do not have the capacity to accommodate a further 200 homes. Considers that the affordable housing does not meet the requirements of constituents and should be all social rent.

Police Architectural Liaison Officer: No further comments, refer to comments made at the outline stage.

WDC Environmental Protection Officer: Following the receipt of information relating to noise mitigation, no objection to the reserved matters subject to mitigation measures being implemented.

WDC Green Space Officer: Following discussions with the applicant and revisions to the plans, no objection to the proposal.

WDC Waste Management: No objection to the proposal.

WCC Highways: Following discussions with applicants and the provision of revised plans, no objection to scheme subject to the imposition of conditions.

WCC Ecology: No concerns with the reserved matters scheme. Details controlled by conditions at outline stage.

WCC Rights of Way: No objection to the proposal subject to conditions/explanatory notes relating to operation of the Bridleway.

WCC Flood Risk Management: No objection to the layout. Detailed scheme will be reviewed through the discharge of condition process on the outline consent.

WCC Landscape: Concern regarding any future access proposal and the potential removal of vegetation. Comment that the attenuation pond takes up a large area of the open space.. And that useable green space is limited within the central area. Comments on specific planting species.

Warks Fire and Rescue: No objection to the development. Request a condition for the provision of hydrants. (Officer Note: This was dealt with at the outline stage)

Stagecoach Bus Company: First comments relating to the concern over the lack of bus access to the site. Following discussions with the applicants Transport Consultant regarding the delivery of bus services into the site once the second access has been agreed, there is no objection to the scheme proposed.

Public Response: 98 Comments of Objection and 1 Comment of Support

Objection Comments

- Concerns with traffic, access and safety.
- Bridleway will become hazardous with vehicles crossing.
- Access roads are already too narrow once parked cars are factored in so adding more houses will make the problem worse.
- Creates further housing off an existing cul-de-sac.
- Could create a rat run to Church Lane.
- Over-development.
- The road is already too busy and causes pollution.
- Concerns over construction traffic and debris on the road.
- Lack of an additional access will cause more traffic on Chesterton Drive.
- Should not go ahead until a second access is provided.
- Does not meet with Government Guidance on design.
- Does not meet with the infrastructure phasing plan.
- Loss of countryside and wildlife habitats to development.
- Loss of good quality arable land.
- Building on green space goes against climate change initiatives.
- The plans do not build a community.
- The proposal to build apartments on the highest part of the site is inappropriate.
- Housing plans should be reconsidered as a result of the Climate Emergency.
- Does not enhance the surroundings.
- The site has so much cultural and historical interest that it is a travesty for it to be lost to development.
- Does not create a coherent form of development.
- Will not limit the impact of car use.
- The nearest shop is over 1 mile away.
- Will cause dust and odours during construction.
- There is no infrastructure to support housing.
- Will spoil the peaceful ambience of the area.
- Detrimental to the Whitnash Nature Reserve during construction.
- The character of Whitnash has already been changed beyond recognition.
- Housing adjacent to the railway could cause echoing of rail-related noise.
- Loss of view.
- No attempt to alleviate the concerns of residents.
- Contrary to the NPPF and National Design Guide.
- Would like development to join the Independent Considerate Constructors scheme which champions best practice and ESG procedures in the construction industry which would show commitment to local residents and the wider community.

Support Comment

- We badly need new houses.

Applicants Comments

Summary of scheme benefits

Following the grant of outline planning permission in 2021, significant efforts have gone into designing a highly sustainable housing scheme for this site. This Reserved Matters proposal will deliver 200 dwellings (including 40% affordable homes) on this allocated housing site and provide significant areas of public open space.

The main benefits of the Reserved Matters proposals can be summarised as follows:

- Delivery of 200 new dwellings of high design quality including 80 affordable homes
- Provision of more than 3ha of public open space, in excess of the local open space standards in terms of quantity
- Large area of open space along the brook will provide an extension to the established Whitnash Brook Valley Local Nature Reserve
- Quantified net gain in biodiversity (approx. 8% gain over existing baseline) as verified by the Council Ecologist
- Provision of solar panels (PVs) on every property to provide a renewable source of electricity
- Inclusion of air source heat pumps (ASHP) in every home to provide low carbon heating and hot water
- Inclusion of electric vehicle charging points for every dwelling with a dedicated parking space
- Energy efficient and sustainable dwelling design following a fabric first approach
- The outline planning permission requires a reduction in carbon emissions (compared with Code L2013 Building Regulations) of 40%. The measures outlined above will ensure that a 74% energy reduction is achieved.

ASSESSMENT

As this is an application for the approval of reserved matters, it is not possible to reconsider the principle of development. This was considered in the assessment of the outline planning application and was found to be acceptable.

The outline planning permission also approved the vehicular access to the site from Brimstone End so matters of site access are not for consideration under this Reserved Matters scheme.

Consideration of the current application can only include issues related to the detailed appearance, landscaping, layout (including internal roads only) and scale of the site for the 200 dwellings and proposed.

Design and Layout

The National Planning Policy Framework (NPPF) places significant weight on ensuring good design which is a key aspect of sustainable development and should positively contribute towards making places better for people. The NPPF states that permission should be refused for development of poor design that fails to take the opportunities available for improving character, the quality of an area and the way it functions.

Warwick District Council's Local Plan 2011 - 2029 policy BE1 reinforces the importance of good design stipulated by the NPPF insofar as it requires all development to respect surrounding buildings in terms of scale, height, form and massing. The Local Plan calls for development to be constructed using appropriate materials and seeks to ensure that the appearance of the development and its relationship with the surrounding built and natural environment does not detrimentally impact the character of the local area.

The Warwick District Residential Design Guide sets out steps which must be followed in order to achieve good design in terms of the impact on the local area; the importance of respecting existing important features; respecting the surrounding buildings and using the right materials.

Whitnash Neighbourhood Plan Policy W4 refers to building design principles and seeks to encourage developments to enhance and reinforce the distinctiveness of the Parish in terms of scale, mass and form. The policy also seeks that new developments follow a consistent design approach to the use of materials.

The Garden Towns, Villages and Suburbs Approach

The Council's 'Garden Towns, Villages and Suburbs' Prospectus seeks to bring together the key characteristics of the garden suburbs and villages approach, which include coherent and well planned layouts, high quality design and consideration of long term management arrangements. The site is considered to fall within the category of 'neighbourhood edge', lying at the edge of the developable area and adjoining countryside.

Officers consider that the proposed scheme would provide a high-quality residential environment which conforms to the garden suburb design principles. The site exhibits the characteristics of a leafy, well designed residential neighbourhood within which open space and structural landscaping is an integral part, paying particular regard to the areas of Public Open Space to the centre and on the fringes of the development. The large area of Open Space to the East provides a soft edge to Whitnash Brook and the existing Nature Reserve.

The Public Open Space in this area is proposed to be natural in appearance to provide a significant buffer between the wider open countryside and the built form of the development. This large area of open space offers significant opportunities for dog walking and other recreational activities together with significant tree planting to increase the ecological value of this area of the site.

The proposal incorporates a primary route into the site featuring a primary road flanked by shared foot/cycleway on one side and footpath with verge planting to the other side. The foot/cycleway then enters into the open space areas located within the central core of the site to provide a link from north to south away from the main carriageway.

Thereafter, the scheme would provide a legible hierarchy of streets and spaces in accordance with this document with neighbourhood streets off the principle route and access drives meeting appropriate highway dimensions, adjacent to areas of

public open space. The proposed dwellings would face onto these areas of public open space to provide natural surveillance.

The Residential Design Guide (2018) sets standards for the distance separation between the windows of habitable rooms in dwellings. For the most part, the development proposes a layout where these minimum separation requirements are satisfied. In some instances, they are exceeded quite substantially. I am satisfied that the scheme creates an overall character of spaciousness, which positively meets the aims and objectives of the garden suburb prospectus and ensures a good standard of amenity for future occupiers.

General design and layout considerations

In line with the outline permission, the site is predominantly proposed as two storey units consisting of single dwellings together with some two and a half storey dwellings and apartment buildings.

Feature dwellings are located around the development where key focal points have been identified opposite junctions etc. In addition, dual aspect units are proposed to the corner plots to provide active frontages throughout the development to ensure that all properties engage with the public domain to avoid blank walls etc being present within the local street scene.

The whole development is predominantly made up of detached and semi-detached properties, with only 1 small area of terracing consisting of a single row of three units being proposed.

Officers consider the layout represents an efficient use of land and results in a well-spaced and legible layout that accords with the general design principles set out in the aforementioned design guidance as well as the approved site-wide Masterplan provided at outline stage.

In terms of appearance, the dwellings form a coherent scheme has been designed to provide character areas throughout the site that define areas whilst still retaining a coherent development.

Brick is predominantly proposed with the use of render and timber cladding through the development to enrich the palette of materials to create a high quality environment. Architectural detailing such as porches, gablettes, dormers and chimneys are proposed on a proportion of the units and the styles and types of such features differs depending on the house type to add additional character and design features to the development.

Overall, Officers consider that the proposed design and layout would result in an appropriate form of development in visual terms and would not give rise to any harm to the general character of the area.

The proposal is considered to conform with National Guidance set out within the NPPF together with Policy BE1 of the Warwick District Local Plan and additional guidance set out within the Garden Suburbs design document, the Residential Design Guide and Whitnash Neighbourhood Plan.

Housing mix

Policy H4 of the Local Plan requires residential development to include a mix of market housing that contributes towards a balance of house types and sizes across the district in accordance with the latest SHMA and as summarised in the most recent guidance document 'Provision of a Mix of Housing' (June 2018), based on current and demographic trends, market trends and the needs of different groups in the community.

Policy W11 of the Whitnash Neighbourhood Plan seeks to ensure that a mix of housing is provided to meet local housing needs.

This development provides:

Market Housing

Bedrooms	Total	% Proposed	WDC requirement	Difference
1 bedroom	8	6.7%	5-10%	Within range
2 bedroom	36	30%	25-30%	Within range
3 bedroom	52	43.3%	40-45%	Within range
4+ bedroom	24	20%	20-25%	Within range

The market housing mix set out fully accords with the Housing Mix as set out within the Housing Mix SPD and provides a policy compliant mix of dwellings across the site. Officers are therefore satisfied that the housing mix is appropriate.

Affordable Housing

The proposed affordable housing mix for this phase of development is as follows:

Bedrooms	Total	% Proposed	WDC Requirement	Difference
1-bedroom	26	32.5%	30-35%	Within range
2-bedroom	24	30%	25-30%	Within range
3-bedroom	28	35%	30-35%	Within range
4-bedroom	2	2.5%	2-5%	Within range

This proposal would provide 40% affordable housing comprising the mix of dwelling sizes set out in the above table.

The figures set out in the table above are in full accordance with the Housing Mix as set out within the SPD and also set out within Condition 25 of the outline planning permission. The plans submitted reflect the proposed tenure mix and provision based upon the demands within the local area.

The layout plan illustrates how the affordable housing would be distributed across the site and for this development, the even distribution of affordable housing is

welcomed. Predominantly, the Affordable Housing is located in a linear row to the western boundary of the site.

The rationale for this approach is that the site is subject to a buffer strip between the developable area and the railway beyond. The buffer strip contains mitigation for the railway to protect occupiers whilst ensuring that an acceptable offset is provided. By providing the affordable housing to this area, it allows for the buffer land to be taken on and appropriately managed by the relevant Social Landlord who will be taking on the affordable housing.

The benefit of this approach is that it provides certainty for the maintenance of the land area, which does not form part of the Public Open Space provision, and prevents the housing being located in cul-de-sacs or other areas where affordable housing is the only form of housing. The layout provides a road with different tenures on both sides of the street and the tenure blind approach to construction of the dwellings means that there will be no discernible difference in the dwellings that would identify them as either private or affordable units.

In addition to the above, where affordable units are located in clusters, care has been taken to ensure that the tenures are mixed to prevent social exclusion. It is also noted that the applicants propose tenure blind dwellings that are the same as the market range of dwellings so that they are not visually different. This is to be commended.

Impact on visual amenity and the character of surrounding area

Policy BE1 of the Warwick District Local Plan states that new development should positively contribute to the character and quality of its environment. The policy requires the provision of high-quality layout and design in all developments that relates well to the character of the area.

The scheme as submitted follows the indicative masterplan submitted at outline stage. The parameters of the development fully accord with the masterplan document.

The development has lower density housing to the north of the site where the dwellings will be in closer proximity to existing housing and is therefore reflective of that existing character.

The Eastern area of the development proposes a natural parkland area that spans the whole eastern edge of the development. The area has been designed with frontages overlooking the park area to create an attractive edge for the development.

Within this area are a range of footpaths and informal play areas with a range of natural equipment to provide interest to people using the area. The area also includes picnic benches to provide additional features of interest whilst retaining the natural character of the area.

Centrally, park areas are proposed to run through the site from north to south giving a green centre to the development with benches and tree planting. This

offers a green core to the site and gives a focal point through the scheme connecting the site to the open countryside to the south.

The development is of open agricultural fields so there are few notable landscape features within the site and the existing landscape features through the site including a number of lengths of mature hedgerow and trees are located to the boundaries of the site. These features are to be retained to provide areas with a level of mature landscaping from the first occupation of the development. Conditions to protect these features were secured at the outline stage. The existing boundary planting is then supplemented with substantial areas of planting within the site including a large number of proposed trees across the site.

Overall, the scheme works with the existing landscape features to provide a high quality development that respects the character of the area.

Impact on residential amenity

Policy BE3 of the Warwick District Local Plan states that new development will not be permitted that has an unacceptable adverse impact on the amenity of nearby uses and residents and provides an acceptable level of amenity for future occupiers of the development.

Impact on existing properties

The key area of the site is the northern boundary where the site flanks the edge of the existing phase of the development.

Careful consideration has been given to this relationship with a buffer zone formed of public open space to the front and the properties orientated to front onto the bridleway. This then matches the properties on the existing phase of the development that also front onto the bridleway giving a front to front relationship. The separation distance is well in excess of the required standards.

The majority of the remaining site would abut open countryside where there would be no near neighbours that would be directly affected by the residential development of the site.

The ample landscaping and public open space shown on the submitted plans will assist in ensuring the new development provides a high-quality residential environment that respects the existing properties.

Amenity of Future Occupiers

The proposed layout and design of this development is in accordance with the garden suburb approach and having regard to the general ethos of the Design Code, would provide a high level of residential amenity to the future occupiers of the development within an attractive setting.

The western perimeter of the site abuts the railway line that runs adjacent to the site. This was identified at outline stage and conditions proposed to demonstrate that the impact of the railway line could be satisfactorily mitigated. The conditions imposed on the outline permission have been discharged following consideration

by the Councils Environmental Protection Officer that the mitigation scheme is acceptable. Officers are therefore satisfied that the amenity of future residents will not be adversely affected by the proximity of the site to the railway.

The separation distances to surrounding properties are considered to be acceptable, and in many cases are in excess of the minimum separation distance guidance. The proposed development would provide appropriate relationships between neighbouring properties without significant impact upon the amenities of the occupiers.

All garden areas across the site meet or exceed the required garden standards commensurate with the size of property.

Whilst the District Council has not formally adopted the National Space Standards as part of the Local Plan and therefore cannot impose these standards, Officers have considered the development against these standards for the purposes of assessing the amenity of future occupants. Officers are satisfied that the dwellings meet or exceed these standards and would therefore provide acceptable living conditions for future occupiers.

The proposed layout and design of this development is in accordance with the garden suburb approach and having regard to the general ethos of the Design Code, would provide a high level of residential amenity to the future occupiers of the development within an attractive setting.

Officers are satisfied that the development is acceptable having regard to Policy BE3 of the Local Plan.

Open Space

The site proposes a range of open space typologies within the site that have been generally agreed at the outline stage and were identified on the indicative masterplan. The final layout of the scheme is similar to that shown at outline and this is considered to be acceptable.

Policy W6 of the Whitnash Neighbourhood Plan seeks to ensure that the Whitnash Brook Nature Reserve is protected from inappropriate development.

The site benefits from a substantial area of open space to the east of the site where it flanks the Whitnash Brook. The open space area is designed to be natural in appearance to protect the character of the Brook and the Nature Reserve area. Footpaths are proposed within the site to allow improved pedestrian access to the area which is supported by the Neighbourhood Plan.

In addition to the large open space area to the East, additional open space areas creating small park areas that run through the core of the development.

The site benefits from a range of natural open spaces with footpaths and informal play equipment etc for recreational purposes for future residents. The total open space provided within the site exceeds the required standards by approximately 1 hectare.

In addition to the open space, allotments are also proposed to support the development. The operation of the allotments is secured through the Section 106 Agreement.

Highway safety / car parking

The primary access to the site is from Brimstone End and the detail of the access point was approved at the outline stage. From the access point, the scheme has a primary road that runs from north to south. From this primary road, further minor roads run east to west across the development serving the properties. The key routes are designed at 20mph design speed in line with WCC Highways advice.

The site has been subject to extensive negotiations with Warwickshire County Council Highways to ensure that all internal roads meet the required specification for adoption by the County Council. The layout on the final plans has been subject to a Road Safety Audit to ensure that all aspects are safe and would not result in any harm to highway safety.

Within the site, provision has been made for bus stops to allow the extension of the local bus service into the site to serve the needs of the future occupants. However, it is noted that this would only come into effect at the time the remainder of the allocation is delivered and the second access provided adjacent to Campion School.

In terms of the potential Campion School access, the layout has been designed to provide for an appropriate link at the time this access is brought forwards to ensure that the site is fully connected.

In terms of sustainable transport options, a range of routes through the site are proposed for pedestrians and cyclists. In addition to the main site access, separate connections area also provided for pedestrians and cyclists to connect into the existing bridleway that runs along the northern boundary of the site. This provides access for pedestrians and cyclists to the wider area to the west as well as the open countryside to the east. An additional emergency access is also proposed to the north western corner of the site to allow access onto Church Lane via the existing railway bridge.

Wider improvements to the provision of cycleways forms an integral part of the proposed highways works. The spine road is proposed to provide a full off-road cycle way through the core of the site and the site also incorporates a number of other recreational cycle routes giving a range of choice for cyclists.

In terms of parking, each property has an appropriate level of parking in accordance with the Council's Vehicle Parking Standards as well as areas set out for visitor parking. Bin collection points have been provided where necessary for properties off private drives to allow for easy servicing.

Overall, the development is not considered to be detrimental to highway or pedestrian safety and accordingly complies with policies TR1 and TR3 of the Local Plan.

Ecology

The Ecologist was satisfied at outline stage that any ecological impact could be successfully mitigated through planning conditions and these were imposed upon the original outline application and the subsequent variation application.

The ecological conditions do not need to be replicated as part of this reserved matters application and are subject to the separate discharge of conditions process.

In respect of the reserved matters submission, the County Ecologist is satisfied that the development results in a net biodiversity gain as a result of the significant planting works proposed as part of the development.

I am therefore satisfied that the proposal raises no significant ecological concerns. All ecological matters are satisfactorily controlled through the conditions attached to the outline consent and the development is therefore considered acceptable having regard to Policy NE3 of the Local Plan.

Drainage and flood risk

The site layout in terms of the SUDS ponds generally reflects the earlier submission under the outline planning permission. A suite of drainage conditions were attached to the outline planning permission as the SUDS pond area was previously considered to be acceptable.

The submitted layout satisfactorily demonstrates that appropriate drainage can be provided on the site and the detailed proposal will be controlled via conditions associated with the outline application.

Based on the submitted information no objection is raised to these proposals with regard to the drainage and surface water management.

Officers consider that the development is therefore acceptable in this respect.

Impact on features of Archaeological Importance

Policy HE4 of the Local Plan requires an appropriate evaluation of potential archaeological remains. Where a development has the potential to have an adverse effect on archaeological remains, mitigation would be required through an appropriate form of archaeological investigation.

At outline stage survey work was carried out in the form of a geophysical survey and trial trenching works were carried out in order to assess the archaeological potential of the site. These results of these works were assessed by the County Archaeologist for consideration who was satisfied that there are no further archaeological works necessary to be secured on the site.

Officers are satisfied that the proposal is in accordance with Policy HE4 of the Local Plan.

Sustainability

Whilst not a matter for consideration under the Reserved Matters, Condition 14 of the outline permission required the submission of a detailed energy statement to demonstrate how energy saving measures will be incorporated into the development.

The energy statement submitted identified a combination of energy saving measures utilising a fabric first approach to reduce the demand for energy at source through high levels of insulation. This approach is then supplemented with solar PV Panels and Air Source Heat Pumps to provide renewable sources of energy serving each of the plots.

The combination of these measures offers energy savings of between 65-75% above the 2013 Building Regulation standards.

The energy saving measures proposed result in substantial energy saving measures for the dwellings which would significantly reduce the demand for energy from the development. The level of savings of this scheme is greatly in excess of the Policy requirement and as such is highly commended for the methods put forward to reduce energy consumption.

In addition to the above, all properties will benefit from an electric vehicle charging point to provide the future occupier with the equipment necessary should they operate or choose to operate an electric vehicle.

Officers are satisfied that this development provides excellent energy saving measures incorporated into the scheme which complies with Policies CC1, CC3 of the Local Plan and Policy W14 of the Whitnash Neighbourhood Plan.

Summary/Conclusion

Officers consider the proposed development would provide a high quality residential environment in accordance with the garden suburbs principles, including an appropriate mix of market and affordable housing and acceptable dwelling house and layout design solutions, including landscaping and substantial areas of public open space.

There would be no harm arising in terms of neighbour amenity, highway safety or ecology and as such it is considered the scheme therefore complies with the policies listed. Accordingly Officers recommend that the reserved matters be approved.

CONDITIONS

- 1 The development hereby permitted shall be carried out strictly in accordance with the details shown on the site location plan and approved drawing(s) 4208-20 Rev E, 4208-21 Rev D, 4208-22 Rev E, 4208-23 Rev D, 4208-24 Rev D, 4208-25 Rev D, 4208-26 Rev D, 4208-27 Rev D, 4208-28 Rev E, 4208-29 Rev D, 4208-30 Rev E, 4208-31 Rev E, 4208-35 Rev E, 4208-36 Rev E, 4208-37 Rev E, 4208-38 Rev E, 4208-39 Rev E, 4208-40 Rev F, 4208-41 Rev E, 4208-42 Rev B, 4208-43 Rev B, 4208-44 Rev B, 4208-45 Rev B, 4208-46 Rev C, 4208-47 Rev C, 4208-48 Rev

B, 4208-49 Rev B, 4208-50 Rev B, 4208-51 Rev B, 4208-52 Rev C, 4208-53 Rev C, 4208-54 Rev A, 4208-55 Rev A, 4208-56 Rev A, 4208-57 Rev A, 4208-58 Rev A, 4208-59 Rev A, 4208-68 Rev B, 4208-70 Rev A, 4208-71 Rev B, 4208-72 Rev B, 4208-80 Rev B, 4208-81 Rev B and 4208-82 Rev B, and specification contained therein, submitted on 8 February 2022 and approved drawing(s) 4208-11 Rev L, 4208-14 Rev E, 2228-21-01 P10, 2228-21-02 P5, 2228-21-03 P5, 2228-21-04 P5, 20376-03-1 Rev C, 20376-03-2 Rev C, 20376-03-3 Rev E, 20376-03-4 Rev C, 20376-03-5 Rev C, 20376-03-6 Rev D, 20376-03-7 Rev D, 20376-03-8 Rev D and 228-SK7, and specification contained therein, submitted on 28 November 2022.

Reason: For the avoidance of doubt and to secure a satisfactory form of development in accordance with Policies BE1 and BE3 of the Warwick District Local Plan 2011-2029.

- 2 The development shall not be occupied until it has been laid out in general accordance with drawing no. 4208-11 Rev K Proposed Site Plan.

REASON: In the interests of highway safety and the free flow of traffic in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029.

- 3 The construction of the estate roads serving the development including footways, verges and footpaths shall not be other than in accordance with the standard specification of the Highway Authority.

REASON: To ensure that a pavement and verge crossing is available for use when the development is completed thereby enabling safe and convenient access to and egress from the site in the interests of the safety of road users and pedestrians in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029.

- 4 The construction of the estate roads serving the development including footways, verges and footpaths shall not be other than in accordance with the standard specification of the Highway Authority.

REASON: In the interests of highway safety and the free flow of traffic in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029.
