

Application No: [W 15 / 1473](#)

Town/Parish Council: Warwick
Case Officer: Anne Denby

Registration Date: 28/09/15

Expiry Date: 28/12/15

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Lower Heathcote Farm, Harbury Lane, Warwick, CV34 6SL

Submission of all reserved matters as required by Condition 1 (in part, insofar as they relate to Phase 2B only- 435 no. dwellings); imposed on planning permission reference W/14/0661 granted on the 19th September 2014 for residential development up to a maximum of 785 dwellings. FOR Barratt Homes

This application is being presented to Committee due to the scale of the proposal and as requested by Members at the time that the outline permission was approved..

RECOMMENDATION

Planning Committee are recommended to approve the reserved matters subject to conditions.

DETAILS OF THE DEVELOPMENT

The proposal is for a phase of the wider development proposing the erection of 435 no. dwellings with associated infrastructure works, open space and landscaping.

The dwellings range from 1-5 bed properties through a mix of bungalows, apartments and houses and include provision of 174 no. (40%) affordable properties. The proposed layout largely follows that on the indicative Masterplan submitted with the outline approval. The main vehicular access to the site will be from Harbury Lane as approved under the outline permission. The development will follow the Community Spine Road which is the subject of a further report being brought to this meeting along with a further main spine road being proposed on a north-south alignment providing for a potential future link to development to the east.

The development follows the design principles established by the approved Design Code for the site and those also set out in the Council's Draft Design Guidance for the Strategic Urban Extension for the creation of a Garden Suburb.

THE SITE AND ITS LOCATION

The site lies to the south of Warwick and Whitnash and is currently predominantly open farm land. The outline area covered a total of 85 hectares and includes Lower Heathcote Farm buildings.

This current reserved matters application relates to an area of approximately 48.16 acres within the eastern side of the overall outline site area. To the north, the site is bounded by Harbury Lane, to the east by the Heathcote Park mobile

home site. To the west the site adjoins the proposed primary school site and future housing development phases whilst to the south the site adjoins the proposed Country Park. The main vehicular access to the site is from the approved access point on Harbury Lane via the proposed Community Spine Road.

PLANNING HISTORY

W/14/0661 - Residential development up to a maximum of 785 dwellings; A mixed use community hub/local centre to include retail development (Class A1 to A5 inclusive) and community buildings (Class D1); Potential provision of a primary school. (Outline application including details of access) - Granted, 19th September 2014.

W/15/1740 - Submission of reserved matters (layout, scale and appearance) as required by Condition 1 (in part, insofar as they relate to infrastructure works- Main Spine roads, attenuation ponds, drainage and services); imposed on planning permission reference W/14/0661 granted on the 19th September 2014 for residential development up to a maximum of 785 dwellings. - Pending

W/15/1862 - Submission of all reserved matters as required by Condition 1 (in part, insofar as they relate to Phase 1B only- 350no. dwellings); imposed on planning permission reference W/14/0661 granted on the 19th September 2014 for residential development up to a maximum of 785 dwellings. - Pending

W/15/1452 - Variation of condition 11 imposed on planning permission reference W/14/0661 - to allow for a fabric first approach to energy efficiencies - Pending,

RELEVANT POLICIES

- National Planning Policy Framework

The Current Local Plan

- DP1 - Layout and Design (Warwick District Local Plan 1996 - 2011)
- DP2 - Amenity (Warwick District Local Plan 1996 - 2011)
- DP3 - Natural and Historic Environment and Landscape (Warwick District Local Plan 1996 - 2011)
- DP5 - Density (Warwick District Local Plan 1996 - 2011)
- DP6 - Access (Warwick District Local Plan 1996 - 2011)
- DP8 - Parking (Warwick District Local Plan 1996 - 2011)

The Emerging Local Plan

- BE1 - Layout and Design (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- BE3 - Amenity (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- NE4 - Landscape (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- TR1 - Access and Choice (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- TR4 - Parking (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)

Guidance Documents

- Residential Design Guide (Supplementary Planning Guidance - April 2008)
- The 45 Degree Guideline (Supplementary Planning Guidance)

SUMMARY OF REPRESENTATIONS

Warwick Town Council: No comments received

Bishops Tachbrook Parish Council: No comment or objection to this application .

WCC Highways: Holding objection whilst further discussions are ongoing.

WCC Landscape: Holding objection in respect of the details provided. Revised plans currently under consideration, the outcome of which will be included in the update report.

Warwickshire Police: No further observations to make from those provided too the outline application

Stagecoach: Raise concern with the ability to provide a viable bus service through the site. Discussions are currently ongoing the outcome of which will be reported in the update report.

Rights of Way Officer: No objection

Housing: No objection

Waste Management: No objection

Public Responses:

2 no. objections have been received, the details of which can be summarised as follows:

- The impact of extra traffic
- The impact on rural character of the area.
- The impact on property price
- The impact of construction noise/disturbance on adjacent residents.

Assessment

The principle for a housing development of 785 dwellings has been established following the grant of outline planning permission at Planning Committee on 19th September 2014. This application also approved details on the main access points to the development from Harbury Lane and Europa Way.

Matters associated with the principle of the development such as loss of agricultural land, traffic, affordable housing and the impact upon local services and infrastructure, were considered at the outline stage. In addition the outline

application was also subject to a Section 106 legal agreement securing all necessary contributions. It is therefore not considered appropriate to further discuss the principle of development as this has already been established.

The Outline approval set the parameters of the development and approved the main access points into the wider site. In accordance with Conditions 8 & 9 on the Outline approval a Design Code and Site Wide Masterplan have been submitted and approved for the site.

The Design Code and Masterplan were formulated and agreed following public consultation and consultation with consultees such as Design, Highways and Ecology. The Design Code sets out the design principles established by the outline approval and has regard to the Council's draft 'Garden Towns, Villages and Suburbs' Prospectus. The Code provides details on street hierarchy, building style/designs, materials and the establishment of open spaces. The Code and Masterplan provide a framework within which the reserved matters submissions are to be considered. It is nevertheless the case that a degree of flexibility can be exercised whilst still achieving the overall aims of the Code and achieving the 'Garden Suburb' character envisioned at the outline stage.

Therefore the main issues in the consideration of this application are:

- Principles of Design and Layout.
- Impact on neighbouring properties.
- Internal access arrangements and parking
- Landscaping

Principles of design and layout.

The current proposals follow the principles set out in the Design Code and Masterplan and it is considered that this scheme will provide a high quality residential environment which conforms to the garden suburb design principles exhibiting the characteristics of a leafy well designed residential neighbourhood within which open space and structural landscaping is an integral part.

The residential development utilises the approved access point from Harbury Lane with the principal vehicular route following that as indicated on the parameters plan. These follow an almost east-west alignment with the proposed school site and local centre to the north and housing development to the south and east. The second principal route is on a north-south alignment providing connection from Harbury Lane through the proposed housing development with potential connection at its southern end to future developments.

The Community spine roads propose a wide road with 3m grass verges and tree-lined pavements. The proposed housing development to the Community Spine has formed part of extensive negotiations to ensure they form a strong rhythm to the pattern of development. The remainder of the proposed housing is to be served off the principal routes with the layout and design of the roads reflecting the hierarchy set out in the Design Code. As the development moves from the principal routes the width of the streets, verges, building setbacks, styles and designs begin to change to create a sense of different character areas. This provides legibility through the development and the opportunity for the

development to 'soften' to aid its integration with the open spaces running through the development and to the south as part of the Country Park.

Concerns have been raised by Stagecoach in relation to the ability of buses to be able to negotiate effectively through the development in the future without being affected by parking within the public highway. The principal routes adhere to the requirements set out in the Design Code, with on-plot parking and visitor parking bays provided adjacent the highway and in particular near the location of the proposed school. There are a number of dwellings along the Community spine which have tandem parking and this will not allow for vehicles to enter and leave in a forward gear. This however has to be balanced against the need to create a good streetscene and avoid the use of rear parking courts in order to achieve the design aspirations for the site overall. Warwickshire County Council Highways have not raised any safety concerns in relation to this and the applicants have been asked to respond to the comments raised by Stagecoach: an update will be provided for members in the Update Report.

The proposals provide a green buffer to the eastern boundary with dwellings in the mobile home park and established key pedestrian and cycle linkages as shown on the parameters plan. The central linear open space and green connector to the school and local centre are also proposed. The Green connector which lies on a north-south alignment has been extended from that shown on the outline parameters plan. This now extends further south through the proposed housing development. This was a key aspect of the Design Code and is seen as an important feature in providing a link through the development. The location of this green connector has resulted in a split in the original housing parcel at the south-west corner of the site where it has been necessary to look at innovative ways to create a good layout in terms of both the Garden suburb aspiration and the amenities of future occupiers. This has been achieved here and also as a response to constraints on other parts of the site by creating informal home zone areas.

The dwellings are primarily laid out in perimeter blocks providing active frontages to main routes and also open spaces. Parking for dwellings is primarily located adjacent to the plot they serve and the use of garage courts has been limited. There are areas of the site where parking is provided in linear arrangements to the front of dwellings. Such arrangements can sometime create a hard frontage in the streetscene. In order to minimise any visual impact the bays are 'broken-up' at key points with landscaping and/or are to be surfaced with a different material to soften the overall visual impact.

The proposals include rear gardens which provide an acceptable level of amenity space whilst the size of front garden varies in accordance with the Design Code. The Council's Supplementary Planning Guidance - Distance Separation (2003) as referred to in the Adopted Local Plan sets standards for the distance separation between the windows of habitable rooms in dwellings. In particular, the policy states that there should be 22 metres between two storey dwellings, although this standard is reduced when the distance is measured across a public space or a road where there would be public activity. The distance between a side and rear elevation should be 12 metres.

In general terms, the proposed layout meets minimum separation distances across the site. However there are instances where this is not the case. The plans have been amended in order to reduce these instances as far as possible

and with rear-rear distances the lowest separation distances is generally 20.5m as opposed to the required 22m. With regard to side-rear relationships there are a small number of instances where these fall to 10m.

Within new developments such as this it is considered that greater flexibility can be given to separation distances particularly where it aids in providing a certain streetscene, variety of house layouts or character of development and where future occupiers will know what they are buying in to. Whilst some of the plots do fall below minimum standards in many circumstances there is an angled relationship between the dwellings or no direct window-window relationship as the dwellings are slightly off-set to one another. Considering these factors and the amendments made to increase distances wherever possible it is considered that overall the proposals will provide for a high quality residential environment..

In design terms properties are a mix of bungalows, two-storey, 2.5-storey and 3-storey units and provide a good mix of terraced, semi-detached and detached designs. The properties are considered to provide an appropriate design solution with corner properties having a dual aspect. Focal buildings have been incorporated to main vistas within the development with three-storey dwellings located on the Community Spine Road to provide a presence within the street scene.

The layout and design of properties to the Community Spine Road has been amended to reflect the formality and grandeur of Leamington Spa with particular attention to the massing, materials and architectural detailing of the buildings framing key open spaces and streets.

Soft landscaping will be an essential part of achieving the character of the garden suburb and the proposal includes a detailed landscaping scheme providing tree, hedge and shrub planting across this phase.

Policy SC1 of the Warwick District Local Plan 1996-2011 requires residential development to make provision for a range of sizes and types of dwellings, and the Council has also published a supporting Policy Guidance document "Guidance on the Mix of Market Housing on New Development Sites". The housing mix in the policy guidance reflects the findings of the Strategic Housing Market Assessment (SHMA) (March 2012) in terms of the future demand for housing. The proposed market housing mix for this phase is as follows:

Bedrooms	Total	% Proposed	WDC Requirement	Difference
1-bedroom	4	2%	7%	-5%
2-bedroom	47	18%	26%	- 8%
3-bedroom	122	47%	43%	+4%
4+ bedroom	88	33%	24%	+ 9%
Total	261	100%	100%	

Whilst in overall terms, the proposals include an appropriate mix of market housing, the applicants have been asked to review this aspect further and an update will be provided for Members in the Update Report.

The proposals include 40% of the dwellings as affordable housing and the mix for this phase of development is as follows:

Bedrooms	Total
1-bedroom	23
2-bedroom	91
3-bedroom	53
4-bedroom	7
Total	174

This affordable housing will be distributed throughout the phase and the applicants have aimed to avoid clusters of more than 15-20 affordable units together. Where there are more affordable units in close proximity to one another there is often a mix of tenures and the dwellings whilst in close proximity have frontages onto different roads and /or are separated by open space. The Housing Officer has assessed the proposals and raised no objection.

Impact on neighbouring properties.

The proposed layout and design of this development is in accordance with the gardens suburbs approach and will provide a high level of residential amenity to the future occupiers of the development within an attractive setting. The separation distances to surrounding properties are achieved and the proposed development is considered to provide appropriate relationships to neighbouring properties without significant impact upon the amenities of the occupiers.

Internal access arrangements and parking

The site access from Harbury Lane has previously been agreed at outline stage. Each property has an appropriate level of parking in accordance with the Council's Vehicle Parking Standards and bin collection points have been provided where properties are over 25 metres from the highway turning head. Whilst the Highway Authority have raised an objection to some of the detailed elements of the scheme, discussions are ongoing and it is expected that amended plans will address the concerns raised. An update will be provided for members in the Update Report.

Landscaping

Landscaping is a key component of the Garden Suburb principle. The initial landscaping proposals set out the commitment to providing structural landscaping to the main spine road and within the proposed plots. The details submitted were not considered to contain sufficient detail and the County Landscape Team raised a holding objection to the proposals on that basis.

Further detail landscaping plans have now been submitted. These detail the exact species, numbers, location, and size of planting proposed across the site. The Landscape Team have been consulted on these revised plans to ensure that the species selections are appropriate in both visual and ecological terms.

Summary/Conclusion

The proposed development is considered to provide a high quality residential environment in accordance with the garden suburbs principles, including an appropriate mix of market and affordable housing. The scheme provides acceptable dwelling house and site layout design solutions, including public open space, relevant to this particular phase of the development. Committee are therefore recommended to approve the Reserved Matters application subject to the following conditions:

- 1 The development hereby permitted shall be carried out strictly in accordance with the details shown on the site location plan and approved drawings, Layout plan ref:H7036/101 Rev E; Planning Layout Sheet 1 of 2 ref:H7036/03 Rev E; Planning Layout Sheet 2 of 2 ref:H7036/04 Rev E; Adoption plan Sheet 1 of 2 ref:H7036/12 Rev D; Adoption plan sheet 2 of 2 ref:H7036/13 Rev D; Affordable Housing Plan Sheet 1 of 2 ref:H7036/10 Rev D; Affordable Housing Plan Sheet 2 of 2 ref:H7036/11 Rev D; Refuse Strategy plan sheet 1 of 2 ref:H7036/14 Rev D; Refuse Strategy plansheet 2 of 2 ref:H7036/15 Rev D; Bin store detail plots 182-189 ref:H7036/BSD/01; Materials and Enclosures H7036/B06/01 Rev A; Materials and Enclosures H7036/B06/02 Rev A; Streetscenes - Spine road house type Designs; Dwarf wall with railings ref:H7036; Housetypes dwg refs: The Woodbridge; The Brentwood; The Brentwood/Faversham; The Harwick; The Harwick/finchley(Semi); The Harwick (Regency); The Ludlow; The Rochester; The Acomb; The Colchester; The Faringdon 2; The Finchley (detached); The Finchley (semi); The Harwick (Det); The Hazel (Bungalow); The Kendal(semi); The Ludlow(classic); The Maple(Classic); The Morpeth (Det); The Rochdale (Classic); The Rochester (Classic); The Stroud/Banbury; Type 38/39PHR/R3; H304-PR5; H418-5; H421-5; H455-5; H469-X5; H485-5; H485-06-D(AS); H485-06-D(OPP); H533-5; H536-Y5; H546-5; H575-5; H597-5; P206-E-5; P206-I-5; P341-WDS; P341-DS; P382-EB5; P382-IB5; R469-X5; R533-5; R536-Y5; SF11-E-5(AS); SG29 NME5/NM15; SH29BI-4; SH29BE-4 and specification contained therein, submitted on 20th November 2015 and approved drawings Soft Landscaping Proposals dwg nos: GL0514/01'GL0514/02; GL0514/03; GL0514/04; GL0514/05; GL0514/06; GL0514/07; GL0514/08; and specification contained therein, submitted on 26th November 2015. **REASON** : For the avoidance of doubt and to secure a satisfactory form of development in accordance with Policies DP1 and DP2 of the Warwick District Local Plan 1996-2011.
- 2 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no gate, fence, wall or other means of enclosure shall be erected, constructed or improved or altered such as to place the structure in front of the forwardmost part of any dwellinghouse(s) fronting a highway or

footpath without the prior written approval of the local planning authority. **REASON:** That having regard to the design, layout and general nature of the proposed development it is important to ensure that no further development is carried out which would detract from the appearance of the area and affect the amenity of adjacent properties. Therefore, no additional development is to be carried out without the permission of the local planning authority in accordance with Policies DP1 & DP2 of the Warwick District Local Plan 1996-2011.

- 3 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no development to form hard surfaces within the application site in front of the forwardmost part of any dwellinghouse(s) fronting a highway or footpath shall be carried out without prior written approval of the local planning authority. **REASON:** That having regard to the design, layout and general nature of the proposed development it is important to ensure that no further development is carried out which would detract from the appearance of the area and affect the amenity of adjacent properties. Therefore, no additional development is to be carried out without the permission of the local planning authority in accordance with Policies DP1 & DP2 of the Warwick District Local Plan 1996-2011.
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