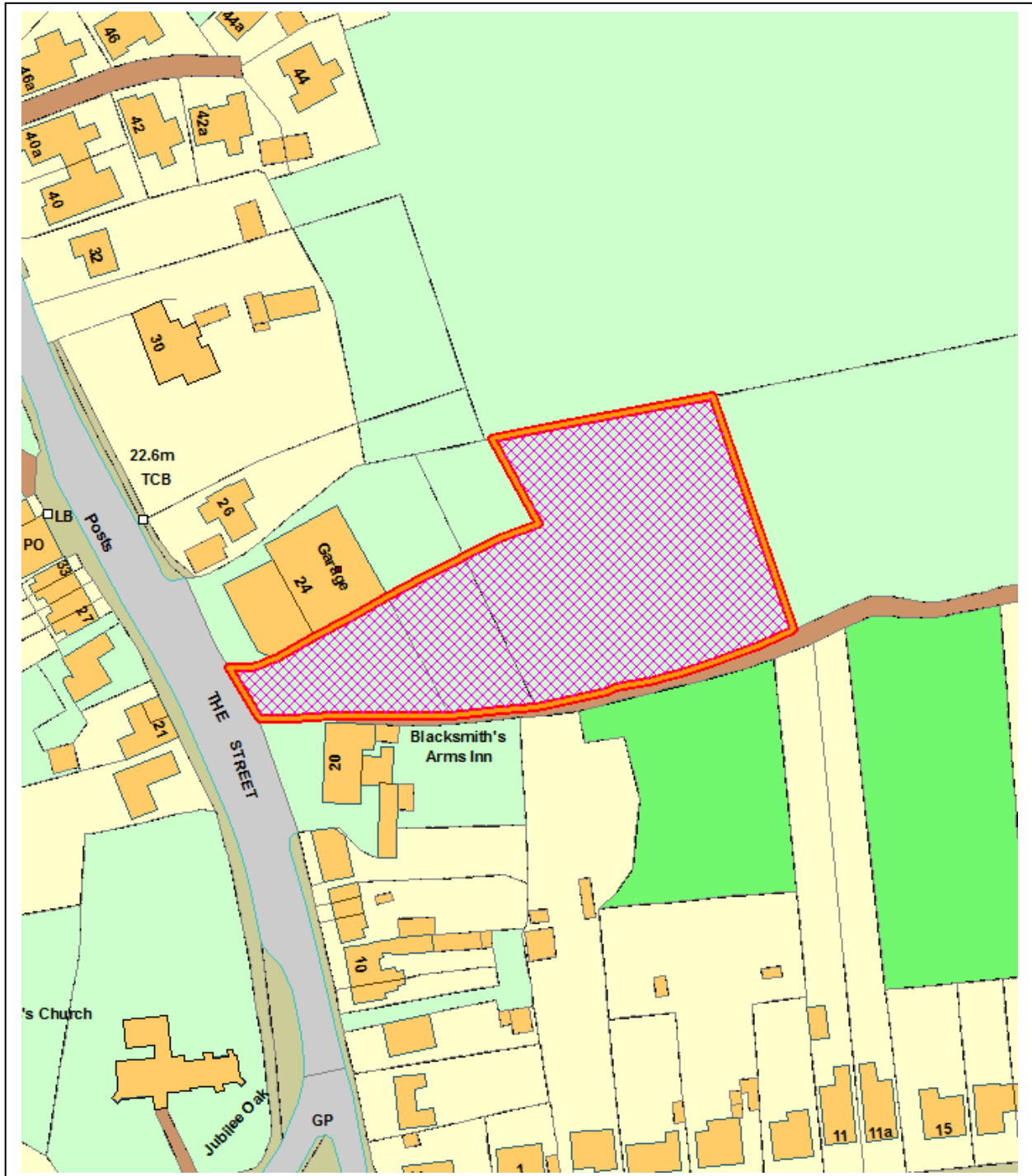


PLANNING COMMITTEE

4<sup>TH</sup> JANUARY 2017

REPORT OF THE HEAD OF PLANNING

**A.3 PLANNING APPLICATION - 16/00427/OUT - 24 THE STREET, LITTLE CLACTON, CO16 9LD**



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<b>Application:</b>	16/00427/OUT	<b>Town / Parish:</b> Little Clacton
<b>Applicant:</b>	Mr. R. Hayes	
<b>Address:</b>	24 The Street, Little Clacton, CO16 9LD	
<b>Development:</b>	Outline application for up to 10 dwellings with alterations to access.	

## 1. Executive Summary

- 1.1 This outline application proposes up to 10 dwellings on land adjoining and to the rear of Hayes Garage, and the Blacksmiths Arms in The Street, Little Clacton. It is put before the Planning Committee as a departure from the Local Plan as the site lies partly outside of the settlement development boundary for Little Clacton, as shown in both the adopted and emerging Local Plans.
- 1.2 Because the adopted Local Plan is deficient in respect of meeting projected housing needs, the emerging Local Plan is still progressing and there remains a small, and rapidly decreasing, shortfall against the five-year supply requirement of national planning policy, the application has had to be considered on its merits in line with the government's 'presumption in favour of sustainable development'. This requires that applications be approved without delay unless the adverse impacts would significantly and demonstrably outweigh the benefits. It is Officers' view that the adverse impacts are negligible and the development can be approved.
- 1.3 The proposal for this site has undergone significant revisions. An earlier application for 21 dwellings was withdrawn on Officer advice and the initial revised proposal for 11 dwellings has been further reduced to 10 dwellings to ensure an appropriate level of development for the site and location. Little Clacton Parish Council supports the application in principle but there are a small number objections from residents, mainly concerned about highway and pedestrian safety, the compatibility of housing with the existing car sales business and the general increase of development in the village.
- 1.4 Officers consider that this development complies with the requirements of the National Planning Policy Framework and the recommendation is approval subject to planning conditions.

### **Recommendation: Approval**

#### **Conditions:**

1. Standard 3 year time limit for submission of reserved matters application.
2. Standard 2 year limit for commencement of development following approval of reserved matters.
3. Details of appearance, access, layout, scale and landscaping (the reserved matters).
4. Development to contain up to (but no more than) 10 dwellings.
5. Highways conditions (as recommended by the Highway Authority).
6. Foul water strategy.
7. Drainage scheme.

8. Contamination report.
9. Lighting survey.
10. Noise Survey.
11. Hard and soft landscaping plan/implementation.
12. Broadband connection.

## 2. Planning Policy

### National Planning Policy Framework (NPPF)

- 2.1 The National Planning Policy Framework (March 2012) sets out the Government's planning policies and how these are expected to be applied at the local level.
- 2.2 Planning law requires that applications for planning permission be determined in accordance with the 'development plan' unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision taking. Where proposed development accords with an up to date Local Plan it should be approved and where it does not it should be refused – unless other material considerations indicate otherwise. An important material consideration is the NPPF's 'presumption in favour of sustainable development'. The NPPF defines 'sustainable development' as having three dimensions:
  - an economic role;
  - a social role; and
  - an environmental role.
- 2.3 These dimensions have to be considered together and not in isolation. The NPPF requires Local Planning Authorities to positively seek opportunities to meet the development needs of their area whilst allowing sufficient flexibility to adapt to change. Where relevant policies in Local Plans are either absent or out of date, there is an expectation for Councils to approve planning applications, without delay, unless the adverse impacts would significantly and demonstrably outweigh the benefits.
- 2.4 Section 6 of the NPPF relates to delivering a wide choice of quality new homes. It requires Councils to boost significantly the supply of housing to meet objectively assessed future housing needs in full. In any one year, Councils must be able to identify five years worth of deliverable housing land against their projected housing requirements (plus a 5% or 20% buffer to ensure choice and competition in the market for land). If this is not possible, housing policies are to be considered out of date and the presumption in favour of sustainable development is engaged with applications for housing development needing to be assessed on their merits, whether sites are allocated for development in the Local Plan or not.
- 2.5 Paragraph 187 of the NPPF states *“Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area”*.

## **Local Plan**

- 2.6 Section 38(6) of the Planning Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the 'development plan' unless material considerations indicate otherwise. In the case of Tendring the development plan consist of the following:

**Tendring District Local Plan (Adopted November 2007)** – as 'saved' through a Direction from the Secretary of State. Relevant policies include:

QL1: Spatial Strategy: Directs most new development toward urban areas and seeks to concentrate development within settlement development boundaries. Defines Little Clacton as a village.

QL2: Promoting Transport Choice: Requires developments to be located and designed to avoid reliance on the use of the private car.

QL9: Design of New Development: Provides general criteria against which the design of new development will be judged.

QL10: Designing New Development to Meet Functional Needs: Requires development to meet functional requirements relating to access, community safety and infrastructure provision.

QL11: Environmental Impacts: Requires new development to be compatible with its surrounding land uses and to minimise adverse environmental impacts.

ER1: Town Centre Hierarchy and Uses: Identifies a 'Local Centre' at The Street, Little Clacton in the hierarchy of town centres. The policy states that development proposals which adversely affect the vitality, viability and the urban or rural regeneration objectives associated with such a centre will not be permitted.

### HG1: Housing Provision

Sets out the strategy for delivering new homes to meet the need up to 2011 (which is now out of date and needs replacing through the new Local Plan).

### HG3: Residential Development Within Defined Settlements

Supports appropriate residential developments within the settlement development boundaries of the district's towns and villages.

### HG3a: Mixed Communities

Promotes a mix of housing types, sizes and tenures to meet the needs of all sectors of housing demand.

### HG4: Affordable Housing in New Developments

Seeks up to 40% of dwellings on large housing sites to be secured as affordable housing for people who are unable to afford to buy or rent market housing.

HG6: Dwellings Size and Type

Requires a mix of housing types, sizes and tenures on developments of 10 or more dwellings.

HG7: Residential Densities

Requires residential developments to achieve an appropriate density. This policy refers to minimum densities from government guidance that have long since been superseded by the NPPF.

COM2: Community Safety

Requires developments to contribute toward a safe and secure environment and minimise the opportunities for crime and anti-social behaviour.

COM19: Contaminated Land

Requires remedial measures to put in place if land to be developed is potentially affected by contamination.

COM21: Light Pollution

Requires external lighting for new development to avoid unacceptable impacts on the landscape, wildlife or highway and pedestrian safety.

COM23: General Pollution

States that permission will be refused for developments that have a significant adverse effect through the release of pollutants.

COM26: Contributions to Education Provision

Requires residential developments of 12 or more dwellings to make a financial contribution, if necessary, toward the provision of additional school places.

COM29: Utilities

Seeks to ensure that new development on large sites is or can be supported by the necessary infrastructure.

COM31a: Sewerage and Sewage Disposal

Seeks to ensure that new development is able to deal with waste water and effluent.

EN1: Landscape Character

Requires new developments to conserve key features of the landscape that contribute toward local distinctiveness.

EN6: Biodiversity

Requires existing biodiversity and geodiversity to be protected and enhanced with compensation measures put in place where development will cause harm.

EN6a: Protected Species

Ensures protected species including badgers are not adversely impacted by new development.

EN6b: Habitat Creation

Encourages the creation of new wildlife habitats in new developments, subject to suitable management arrangements and public access.

EN12: Design and Access Statements

Requires Design and Access Statements to be submitted with most planning applications.

EN13: Sustainable Drainage Systems

Requires developments to incorporate sustainable drainage systems to manage surface water run-off.

EN29: Archaeology

Requires the archaeological value of a location to be assessed, recorded and, if necessary, safeguarded when considering development proposals.

TR1a: Development Affecting Highways

Requires developments affecting highways to aim to reduce and prevent hazards and inconvenience to traffic.

TR3a: Provision for Walking

Seeks to maximise opportunities to link development with existing footpaths and rights of way and provide convenient, safe attractive and direct routes for walking.

TR5: Provision for Cycling

Requires all major developments to provide appropriate facilities for cyclists.

TR6: Provision for Public Transport Use

Requires developments to make provision for bus and/or rail where transport assessment identifies a need.

TR7: Vehicle Parking at New Development

Refers to the adopted Essex County Council parking standards which will be applied to all non-residential development.

**Tendring District Local Plan 2013-2033 and Beyond: Preferred Options Consultation Document (Published July 2016)**

Relevant policies include:

SP1: Presumption in Favour of Sustainable Development

Follows the Planning Inspectorate's standard wording to ensure compliance with the NPPF.

SP4: Infrastructure and Connectivity

Requires the provision of infrastructure, services and facilities that are identified to serve the needs arising from new development.

SP5: Place Shaping Principles

Requires the highest standards of built and urban design and sets out the key principles that will apply to all new developments.

#### SPL1: Managing Growth

Identifies Little Clacton as a 'rural service centre' within a hierarchy of settlements designed to direct future growth to the most sustainable locations.

#### SPL2: Settlement Development Boundaries

Seeks to direct new development to sites within settlement development boundaries.

#### SPL3: Sustainable Design

Sets out the criteria against which the design of new development will be judged.

#### LP1: Housing Supply

Sets out the broad location of where new housing is proposed to be built to over the next 15-20 years to meet objectively assessed needs.

#### LP3: Housing Density

Policy requires the density of new housing development to reflect accessibility to local services, minimum floor space requirements, the need for a mix of housing, the character of surrounding development and on-site infrastructure requirements.

#### LP4: Housing Layout

Policy seeks to ensure large housing developments achieve a layout that, amongst other requirements, promotes health and wellbeing; minimises opportunities for crime and anti-social behaviour; ensures safe movement for large vehicles including emergency services and waste collection; and ensures sufficient off-street parking.

PP3: Village and Neighbourhood Centres: Identifies a 'Village Centre' at The Street, Little Clacton and aims to protect retail use.

#### PPL3: The Rural Landscape

Requires developments to conserve, where possible, key features that contribute toward the local distinctiveness of the landscape and include suitable measures for landscape conservation and enhancement.

#### PPL4: Biodiversity and Geodiversity

Requires existing biodiversity and geodiversity to be protected and enhanced with compensation measures put in place where development will cause harm.

#### PPL5: Water Conservation, Drainage and Sewerage

Requires developments to incorporate sustainable drainage systems to manage surface water run-off and ensure that new development is able to deal with waste water and effluent.

#### PPL7: Archaeology

Where developments might affect archaeological remains, this policy requires proper surveys, investigation and recording to be undertaken.

#### CP1: Sustainable Transport and Accessibility

Requires the transport implications of development to be considered and appropriately addressed.

#### CP3: Improving the Telecommunications Network

Requires new development to be served by a superfast broadband (fibre optic) connection installed on an open access basis and that can be directly accessed from the nearest British Telecom exchange and threaded through resistant tubing to enable easy access for future repair, replacement or upgrading.

### **3. Relevant Planning History**

00/01555/FUL	Extension to existing car showroom and change of use of vacant land to car park	Approved	25.10.2000
98/01316/ADV	Display of illuminated fascia, pylon and entrance module signs	Approved	30.11.1998
05/00092/FUL	Additional parking area to rear of existing	Approved	31.03.2005
09/01329/FUL	Additional parking area to rear of existing. (Application to extend the expiry date of previous approval reference 05/00092/FUL).	Approved	24.02.2010
12/01281/FUL	Additional parking area to rear of existing (Application to extend the expiry date of previous approval reference 05/00092/FUL) (Extension of time on previously approved 09/01329/FUL).	Approved	07.01.2013
15/01149/OUT	Outline application for up to 21 dwellings.	Withdrawn	05.01.2016

### **4. Consultations**

TDC Health      Environmental      The proposed layout of the housing is partially on existing and historic commercial land. A contaminated land condition is therefore required.

A full noise survey and assessment will be required to show no adverse effect to proposed properties and gardens. We will require a lighting survey to show existing lights and what measures are proposed to mitigate light spill into the proposed properties to prevent light nuisance in the winter.

For the construction phase we will require working hours to be restricted to 0700-1900 mon-fri. sat 0800-1300 with no working Sundays or bank holidays. A full construction method statement will be required giving control measures for noise, dust and light during this phase of the operation. No work to commence on site prior to written approval of the method statement being given by the Council.



TDC Housing	<p>There is a high demand for housing in Little Clacton and there are currently 282 households on the housing register seeking a 1 bedroom property, 154 seeking a 2 bedroom property, 68 seeking a 3 bedroom property and 37 seeking a 4 bedroom property or larger. Although the number of units on this site triggers an affordable housing provision, the Housing Department is not currently in a position to purchase any properties even at a discounted price. Therefore a financial contribution would be preferred.</p>
TDC Open Space and Play	<p>There is currently a deficit of 2.22 hectares of equipped play in Little Clacton but there is adequate formal open space to cope with some future development. There is one play area in Little Clacton which is located along London Road. This play area is designated as a Local Equipped Area for Play, but is limited in size. To cope with any additional usage it would be necessary to increase the play provision at this site.</p> <p>Due to the significant lack of play facilities in the area it is felt that a contribution towards play is justified and relevant to the planning application and that this money would be spent at the only play area in Little Clacton. However, Little Clacton is well provided for in terms of open space and we do not consider that a contribution towards additional formal open space is necessary or relevant to this application.</p>
ECC Highways	<p>To secure the appropriate access will require the relocation of the existing pedestrian crossing facility. The proposed location for the pedestrian crossing should be determined and approved in writing by the Highway Authority including the submission of speed surveys, consultations, design check, safety audits, site supervision and commuted sums for maintenance etc. prior to the submission of any full or detailed application.</p> <p>From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to planning conditions in respect of the following:</p> <ul style="list-style-type: none"> <li>• Dimensions of the bellmouth junction;</li> <li>• Vehicular turning facility;</li> <li>• Carriageway and footway widths;</li> <li>• Dimensions of individual vehicular accesses;</li> <li>• No use of unbound materials in vehicular accesses;</li> <li>• Compliance with parking standards;</li> <li>• Garages to be a minimum of 6m from the highway boundary; and</li> <li>• Bicycle storage.</li> </ul>
ECC Archaeology	<p>The Essex Historic Environment Record shows that the proposed development lies within an area of archaeological interest; this is the historic core of the village of Little Clacton, focussed around a church/hall complex. The Listed 12<sup>th</sup> Century church of St. James survives to the south and the 18<sup>th</sup> Century house of Orchard Lea to the north. The 1<sup>st</sup> edition OS maps record buildings along the road frontage within the proposed development area, these buildings must predate c.1870 and were probably earlier in origin within the settlement core of the historic village. In addition there is evidence for a potential prehistoric site to the east. Conditions are recommended to secure the following:</p>

- a programme of trial trenching and a subsequent summary report and mitigation strategy to be submitted for the Council's consideration;
- archaeological fieldwork in any areas of the site considered to contain archaeological deposits;
- a post excavation assessment with the full site archive and report to be deposited at the local museum.

Essex County Council  
Flood Authority

Having reviewed the Planning Statement and associated documents which accompanied the planning application, we would like to place a holding objection to the granting of planning permission in the absence of a drainage strategy. We object to this application and recommend refusal of planning permission until a drainage strategy has been submitted.

## 5. Representations

5.1 This application has attracted 8 objections from local residents raising the following concerns:

- Development would be dangerous so close to the crossing and next to the pub car park;
- There has already been too much development in the centre of the village;
- There have been too many new homes built on small plots;
- The access road will lead to pressure for more development on the paddock;
- Housing too close to the rear of a busy working garage;
- The homes and the garage are not compatible uses;
- The development will not benefit the area and the village;
- The school is already over subscribed with many children in the village unable to secure places;
- Will cancel out the benefit of the bypass if further congestion is added to the village through housing development;
- There is only 1 bus per hour in the village, so there will be a reliance on cars;
- The financial issues faced by the garage are as a result of poor financial management of a business and are not a valid planning reason to justify this development;
- Development would create blight on the existing environment of the countryside;
- There would be no investment in the village arising from this development e.g. a contribution to a new roof for the Church;
- The development would overlook properties in Holland Road;
- Little Clacton is becoming more like London;
- Development close to the pub will result in it being closed down following complaints about noise; and
- Impact on doctors, schools and dentists.

5.2 Little Clacton Parish Council recommends approval subject to Highways approval to situation regarding zebra crossing in nearby vicinity. To remain an application for 10 dwellings, it is noted that an area would give access to the paddock to the rear and would accommodate a road.

## 6. Assessment

### The Site

- 6.1 The application site comprises 0.5 hectares of land at, adjoining, and to the rear of Hayes Garage on the eastern side of The Street and in the southern half of Little Clacton village. The site has a 32m frontage onto The Street. The narrow part of the site near the site entrance is currently being used for car storage whilst the field to rear is used for rough grazing and its boundaries are clearly defined by mature hedgerows with hedgerow trees.
- 6.2 The applicants planning statement explains that the garage, which is owned by the same site owner, lost its new car sales franchise but retains its after sales franchise. The garage business undertakes car repairs in the workshop to the rear with car sales in the front showroom. This change in circumstances means that there is a reduced need to store and park cars on site and that sufficient space for the business can be retained to the rear of the workshops.
- 6.3 **The Proposal**
- 6.4 This outline planning application seeks the approval for the principle of constructing up to 10 dwellings. An indicative drawing has been submitted which shows how six detached and four semi-detached houses and/or bungalows could be accommodated on the site, all fronting onto a new access road which becomes a private drive at the end. The plan originally submitted as part of this application included 11 dwellings, but this was amended following Officer advice.
- 6.5 Access is proposed in the form of a bellmouth junction off The Street immediately south of the main garage showroom and workshop building. The main garage site would be retained, including its car parking to the immediate rear, but an area of informal car parking together with the field to the east are incorporated within the proposed development area. As advised by ECC Highways, the existing pedestrian crossing would need to be relocated to ensure safe positioning of the junction.
- 6.6 **Architectural Drawings**
- HG/LC/16/1A Application Site, Indicative Proposed Layout and Indicative Street Elevation
  - IT1509/HD/01 Rev A Private access to garage and housing using existing dropped kerb arrangement serving garage

### **Reports and Technical Information**

- Planning Statement Incorporating Design and Access Statement
- Highway Access Review

### **Main Planning Considerations**

- 6.7 The main planning considerations are:
- Principle of development;
  - Highways, transport and accessibility;
  - Environmental impacts;
  - S106 Planning obligations;
  - Indicative layout and design; and
  - Overall planning balance.

## **Principle of development**

- 6.8 In line with Section 38(6) of the Planning and Compulsory Purchase Act 2014, planning decisions must be taken in accordance with the 'development plan' unless material considerations indicate otherwise. The requirements of the National Planning Policy Framework (NPPF) are a material consideration in this regard.
- 6.9 The 'development plan' for Tendring is the 2007 'adopted' Local Plan, despite some of its policies being out of date. Paragraph 215 of the NPPF allows local planning authorities to give due weight to adopted albeit outdated policies according to their degree of consistency with the policies in the NPPF. Paragraph 216 of the NPPF also allows weight to be given to policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency with national policy. As of 14<sup>th</sup> July 2016, the emerging Local Plan for Tendring is the Tendring District Local Plan 2013-2033 and Beyond Preferred Options Consultation Document. As this plan is currently at an early stage of preparation, some of its policies can only be given limited weight in the determination of planning applications, but the weight to be given to emerging policies will increase as the plan progresses through the later stages of the process. Where emerging policies are particularly relevant to a planning application and can be given some weight in line with the principles set out in paragraph 216 of the NPPF, they will be considered and, where appropriate, referred to in planning decisions. In general terms however, more weight will be given to policies in the NPPF and the adopted Local Plan.
- 6.10 The application site is not allocated for any use in the adopted Local Plan but the front part of the site is within the defined village centre of Little Clacton and within the settlement development boundary. In the emerging Local Plan, the settlement boundary has been extended to include more of the site, but not its full extent – therefore much of the site lies outside but adjoining the adopted and emerging settlement boundary for Little Clacton.
- 6.11 The adopted Local Plan falls significantly short in identifying sufficient land to meet the 'objectively assessed' future need for housing which is a key requirement of the NPPF. As a result, the Council is also currently unable to identify a five-year supply of deliverable housing sites, plus a 5-20% buffer, as required by paragraph 47 of the NPPF; although this position is improving rapidly as more sites have gained planning consent and it is possible that a robust 5-year supply could be in place in early 2017.
- 6.12 'Sustainable Development', as far as the NPPF is concerned, is development that contributes positively to the economy, society and the environment and under the 'presumption in favour of sustainable development', authorities are expected to grant permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole; or specific policies in the NPPF indicate development should be restricted.
- 6.13 One of the NPPF's core planning principles is to "*actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable*". With this in mind, the emerging Local Plan includes a 'settlement hierarchy' aimed at categorising the district's

towns and villages and providing a framework for directing development toward the most sustainable locations.

- 6.14 With this in mind, the emerging Local Plan includes a 'settlement hierarchy' aimed at categorising the district's towns and villages and providing a framework for directing development toward the most sustainable locations. Little Clacton is categorised in emerging Policy SPL1, along with five other villages, as a 'Rural Service Centre' in recognition of its size and reasonable range of services and facilities, particularly when compared against many of the district's smaller rural villages. Rural Service Centres are the fourth most sustainable category of settlement following 'strategic urban settlements', 'smaller urban settlements' and 'expanded settlements' which are to be the primary focus for development. Therefore, a proportionate level of housing development for Little Clacton could have the potential to be considered sustainable so long as detailed matters such as infrastructure provision and environmental impacts can be addressed.

### **Highways, transport and accessibility**

- 6.15 Paragraph 32 of the NPPF relates to transport and requires Councils, when making decisions, to take account of whether:
- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
  - safe and suitable access to the site can be achieved for all people; and
  - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 6.16 Policy QL2 in the adopted Local Plan and Policy CP1 in the emerging Local Plan seek to ensure that developments maximise the opportunities for access to sustainable transport including walking, cycling and public transport. The site is located in the centre of Little Clacton close to many of its facilities including local shop, pub and primary school.
- 6.17 Although a number of objections raise concern about proximity to the pedestrian crossing, Essex County Council Highways have made no objection subject to conditions relating to the detailed access and layout arrangements of the scheme. The pedestrian crossing will require relocation and the details will need to be agreed with Highways before any detailed application is submitted.

### **Environmental impacts**

- 6.18 The site comprises a combination of hard standing and rough grassland well contained by boundary hedges and trees, none of which will need to be removed to facilitate development. The site is therefore considered to have negligible value in terms of ecology and landscape value and no detailed survey work has been required. Details of additional landscaping will be required at reserved matters stage which would result in an overall environmental enhancement.

- 6.19 Some concern has been raised by local objectors to the compatibility of residential dwellings with the remaining car sales/garage and the neighbouring pub. The Council's Environmental Health Officers have considered the proposal and have requested, via conditions to secure, contaminated land survey, and full noise assessment, a lighting survey and a full construction methods statement. No development would be allowed to take place until these documents have been provided, approved by the Council and any mitigation measures put in place as part of the development.
- 6.20 It is noted that Essex County Council in its role as Lead Flood Authority has issued an objection to the absence of a drainage strategy. However, on sites of less than 1 hectare, a Flood Risk Assessment is not required and details pertaining to drainage can normally be secured via planning condition. If the Committee is minded to approve, the drainage strategy will be required to be approved before any development can take place.

### **S106 Planning Obligations**

- 6.21 At 10 dwellings, the scale of development is below the threshold above which affordable housing or financial contributions towards education, health or open space would be sought. Therefore no s106 legal agreement is being suggested for this scheme.

### **Indicative layout and design**

- 6.22 Officers consider that the design and layout of the scheme is acceptable for this location. The dwellings are generally laid out in a traditional front-to-front and back-to-back arrangement which takes on board secured-by-design principles. The properties themselves are of simple, but unattractive design that, in this location, have no immediate context from which to draw inspiration. The net density of the development would be 23 dwellings per hectare which is relatively low. The design meets the Council's parking and garden size standards.

### **Overall Planning Balance**

- 6.23 Because the Council's Local Plan is out of date and a five-year supply of deliverable housing sites cannot currently be identified (although this position is improving very rapidly), the National Planning Policy Framework (NPPF) requires that development be approved unless the adverse impacts would significantly and demonstrably outweigh the benefits, or if specific policies within the NPPF suggest development should be refused. The NPPF in this regard applies a 'presumption in favour of sustainable development' for which sustainable development addresses economic, social and environmental considerations.
- 6.24 Economic: Whilst the scheme is residential with no commercial premises provided, up to 10 dwellings would generate additional expenditure in the local economy and, to a small extent, help sustain local businesses which has to be classed as an economic benefit. There will also be temporary jobs in construction whilst the homes are being built.
- 6.25 Social: The provision of up to 10 dwellings toward meeting projected housing need, at a time when the Council is unable to identify a five-year supply, is a social benefit which carries a high level of weight in the overall planning balance – particularly as government

policy is to boost housing supply. The adverse impacts upon social infrastructure from this scale of development are expected to be negligible.

6.26 Environmental: The site is of low environmental value and subject to necessary surveys of archaeology, drainage, lighting, noise and contamination to be secured through planning conditions, the impacts can be minimised.

6.27 In the overall planning balance, Officers consider that the adverse impacts of this relatively small development do not significantly and demonstrably outweigh the benefits and the application is therefore recommended for approval subject to planning conditions.

#### Background Papers

None.