

APPLICATION NUMBER: WD/D/17/000534

SITE ADDRESS: Land adjacent Bridport Community Hospital, Mead Lane, Bridport

PROPOSAL: Erect 19no. Custom build houses and flats to form enlarged Co-housing neighbourhood.

APPLICANT NAME: Bridport Co-Housing

CASE OFFICER: Jan Farnan

WARD MEMBER(S) Cllr S. Williams, Cllr K. Clayton, Cllr D. Bolwell

1.0 Summary of Recommendation:

GRANT, SUBJECT TO LEGAL AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) dated 20th June 2019 TO SECURE 35% AFFORDABLE HOUSING, AND CONDITIONS.

2.0 Reason for the recommendation:

- Absence of 5 year land supply
- Para 14 of the National Planning Policy Framework (NPPF) sets out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise
- The location is considered to be sustainable and the proposal is acceptable in its design and general visual impact.
- There is not considered to be any significant harm to neighbouring residential amenity.
- There are no material considerations which would warrant refusal of this application

3.0 Key planning issues

Issue	Conclusion
Principle of residential development	Presumption in favour of sustainable development. Phase 2 of a scheme where phase 1 gained consent in January 2017.
Provision of affordable housing	12 affordable rent and 7 shared ownership properties
Impact on AONB Landscape	With appropriate mitigation phase 2 would not cause additional landscape harm to that already identified in phase 1 where the benefits of the scheme were considered to outweigh the harm.
Design and Layout	Scheme replicates the design of

	phase 1 and was subject to Design Review panel scrutiny.
Access and Parking	No objection from DC Highways.
Biodiversity	No objection from Natural England or DC Natural Environment Team.
Flood risk and drainage	No objection from DC Lead Local Flood Authority.
Residential Amenity	No direct impact on existing neighbouring properties.
Community Infrastructure Levy (CIL)	The scheme is CIL liable.

4.0 Description of Site

The site lies to the north west of Bridport in the Parish of North Allington it is within the Dorset Area of Outstanding Natural Beauty (AONB) and outside, although adjacent to the defined development boundary (DDB). The site is currently used as a horse paddock and is relatively well contained bounded with established hedgerows and mature trees. The gradient of the land slopes down to the south with the north-west section having the highest ground level. Mead Lane, a historic footpath, public right of way runs alongside the southern boundary of the site and also runs to the south west around the base of Allington Hill. The lower slopes of Allington Hill, which face the site are owned by the Woodland Trust and have been planted with new woodland. The hill is used for recreation and on the lower more open area there is a football pitch.

Bridport Community Hospital is located to the east of the site and the Mead Fields housing area abuts the eastern boundary of the hospital site. Mead Fields and the adjacent Cherry Tree housing developments are typical 1970s/80's housing estates comprising a mix of two storey houses and bungalows arranged as staggered terraces and semi-detached properties. To the west of the site are open fields where Phase 1 of the Bridport Co-housing scheme, consisting of 34 custom build houses and flats, and a common house would be developed. Phase 1 gained consent on the 7th June 2016 (WD/D/14/002078). The application was subsequently varied with a new consent granted on the 18th January 2017 (WD/D/16/002087). This permission has not yet been implemented.

Vehicular access is from Hospital Lane which runs westwards from North Allington (B3162) terminating at the hospital car parking area.

North Allington Conservation area is approximately 0.3km from the site and the closest listed building (Home Farm Cottage) is located on the southern corner of Hospital Lane and North Allington, within the Conservation Area.

The site is within the Brit Valley landscape character area which is described as a diverse settled river valley with woodlands on rolling valley sides with large arable and grassland fields. There are long valley views along the valley floor with a patchwork of small, open fields on the valley bottom.

5.0 Description of Proposal

This application is for Phase 2 of Bridport Co-housing neighbourhood and relates to the erection of a total of 19 affordable dwellings, 6 apartments and 13 terraced houses with the following mix of units.

1 x 4 bed house
6 x 3 bed house
6 x 2 bed house
6 x 1 bed flat

Total 19 dwellings

Bridport Co-housing Community Land Trust is established as a Community Benefit Society and was formed by residents of Bridport to design and deliver housing to suit their needs. It defines co-housing as an affordable, sustainable, mutually supportive community for local people. It is a type of collaborative housing in which residents actively participate in the design and operation of their own neighbourhood. It consists of individual homes alongside some shared facilities including dining space, activity space, kitchen, laundry facilities and a children's play room. The shared facilities are provided in phase 1 of the scheme.

This scheme design is a continuation of phase 1 with two terraces to the east of those already approved stepping up the hill following the contours of the site, with the apartment block at the lowest level in the south east corner closest to the site entrance and parking. The apartment block would be two storey with private south facing terraces and balconies and an asymmetric roof line that points towards the upper terraces whilst ensuring a lower profile. Each terrace is similarly 2 storey, the gable ends to all dwellings have windows to provide passive surveillance over the access road, car parking and bike stores. Buildings are bounded by gabion retaining walls, and planted swales which soften the edge of the pathway running north south by the side of the road. Solar PV panels are proposed on all south facing roof slopes, in a continuous run on the apartment block and blocks of panels on the terraces.

Shared growing spaces for food production are located between terraces continuing the strategy of the first phase. These areas help separate the fronts and backs of houses, and provide an active use along the pedestrian streets. The houses have their individual private amenity spaces and the highest part of

the site would be left open and undeveloped as with the previous scheme apart from the introduction of some parking to serve the north-west and north-east terraces.

The access approved under phase 1 would continue to be used for this phase which is off the existing access to the hospital. There would be parking on either side as you enter the site and as the road extends along the eastern boundary to the northern most terraces. Each dwelling across the site would have 1 dedicated car parking space. These would be identified by unit numbers and equates to 19 spaces for the terraces and apartment units. 7 car parking spaces from Phase 1 require relocating into the Phase 2 parking areas as a result of forming the access through the car park to the first phase. A total of 24 visitor spaces would also be provided in public areas.

A timber framed car port structure with a pitched roof covering 9 parking spaces would be located within the southern parking area in front of the apartment block. Solar PV panels are proposed on the southern roof slope.

To minimise the requirement for households to own a second car, the Community Land Trust would operate a car club. 2 spaces for these vehicles are situated close to the entrance of the site.

Materials would be the same as in phase 1, roofs would be Marley Eternit Anthracite Aluminium profiling and elevations of Siberian larch timber boarding at first floor level and Ibstock red stock brick at ground floor level with timber pergolas.

The proposal is accompanied by a landscaping scheme which shows the existing hedgerow and trees along the Eastern boundary all retained and reinforced with new sections of planting adjacent to the rain gardens. This mature screen provides a strong edge to the site and a useful screen between the hospital and housing sites. New native tree and shrub planting is also proposed to reinforce and supplement the northern and western boundaries and further tree planting would be located in the south west portion of the open field retained at the top of the site.

A variety of tree species are proposed as a continuation of Phase 1. These species would be a variety of fruiting, specimen and feature trees to suit their location. Deciduous upright street trees would run through the main pedestrian access ways through the site providing seasonal solar shading, and to define routes and the boundary to the houses.

The development incorporates a sustainable urban drainage scheme including swales, a reed bed for foul water treatment and a rain garden. It is also accompanied by a Biodiversity Mitigation Plan.

6.0

Relevant Planning History

Application No.	Application	Decision	Date of decision
WD/D/14/002078	Development of 34 custom build houses and flats, a common house, access road and car park to form a co-housing neighbourhood	Approve	07 June 2016
WD/D/16/002037	Request for confirmation of compliance with planning conditions 3, 4, 5 & 11 of planning approval reference WD/D/14/002078	Withdrawn	06 December 2016
WD/D/16/002087	Variation of condition 1 of planning approval WD/D/14/002078 - to allow amendments to approved plans	Approve	18 January 2017
WD/D/17/000410	Request for confirmation of compliance with planning conditions 3, 4, 5 and 11 of planning approval reference WD/D/16/002087		19 April 2017

7.0

Relevant Constraints

- Outside Defined Development Boundary, within countryside
- Area of Outstanding Natural Beauty : *(statutory protection in order to conserve and enhance the natural beauty of their landscapes - National*

Parks and Access to the Countryside Act of 1949 & Countryside and Rights of Way Act, 2000)

- Right of Way

8.0 Consultations

All consultee responses can be viewed in full on the website.

Natural England - no objection, conditions are recommended

Environment Agency - no objection, conditions and informatives are recommended.

Wessex Water – no objection

Highways – no objection, conditions are recommended.

Lead Local Flood Authority – no objection, conditions are recommended.

Natural Environment Team – no objection, condition are recommended.

Rights of Way - no objection

Environmental Health – no comment

Technical Services – no objection

Housing Enabling – no objection

Senior Landscape Officer – no objection, conditions are recommended.

Tree Officer - no objection, conditions are recommended.

Allington Parish Council

Objection.

- Further development will affect the highways of Meadfields, Cherry Tree and Hospital Lane, due to increase in traffic, and have an adverse impact on highway safety due to visibility and speed issues.
- We do not believe that the Bridport Co Housing contract of only having one vehicle per household will either be enforceable or upheld which will then impact on the neighbouring estates.

- Concerns regarding flooding and drainage. The current sewers/drains cannot cope with the current levels, without adding further housing developments.
- Any further houses on this land is simply gross over-development of the site.

Bridport Town Council

No Objection

- subject to confirmation that the proposed number of car parking spaces are retained within the site, to avoid increased parking adjacent to the site

9.0 Representations

48 representations have been received all in support of the proposal for the following reasons:

- An innovative solution for affordable and sustainable housing
- Co-housing will create a supportive, healthy, and sustainable community
- Will promote ecological and healthy lifestyles.
- Not a traditional housing project and so needs to be judged on its own merits
- A sustainable solution to the drainage issues has been put forward
- Travel plan and car sharing will encourage sustainable travel.

10.0 Relevant Policies

“Local Government Reorganisation: Implications for the Application of Local Plans and Five-Year Housing Land Supply

Various regulations including the Local Government (Structural Changes) (Transitional Arrangements) (No. 2) Regulations 2008 (as amended) make incidental, consequential, transitional and supplementary provision about the exercise of functions by local authorities created following re-organisation. In particular, they provide for continuity in the exercise of functions performed by both Dorset Council and its predecessors. In relation to all local plans adopted by the predecessor councils before the 1st April 2019 (including West Dorset, Weymouth and Portland), the effect of the regulations is that such plans will continue to apply to the same area to which they applied prior to re-organisation. The regulations also enable Dorset Council to progress and adopt local plans in the course of preparation by its predecessors. Pending the adoption of a new Dorset Council-wide Local Plan, any calculations relevant to Housing Land Supply etc. can continue to be based upon the area covered by those local plans.”

Adopted West Dorset and Weymouth & Portland Local Plan (2015)

INT1. Presumption In Favour Of Sustainable Development
ENV1. Landscape, Seascape And Sites Of Geological Interest
ENV2. Wildlife And Habitats
ENV4. Heritage Assets
ENV5. Flood Risk
ENV9. Pollution And Contaminated Land
ENV10. The Landscape And Townscape Setting
ENV11. The Pattern of Streets And Spaces
ENV12. The Design And Positioning Of Buildings
ENV13. Achieving High Levels Of Environmental Performance
ENV15. Efficient And Appropriate Use Of Land
ENV16. Amenity
SUS1. The Level Of Economic And Housing Growth
SUS2. Distribution Of Development
SUS5. Neighbourhood Development Plans
HOUS1. Affordable Housing
HOUS2. Affordable Housing Exception Sites
HOUS3. Open Market Housing Mix
HOUS4. Development Of Flats, Hostels And Houses In Multiple Occupation
COM1. Making Sure New Development Makes Suitable Provision For
Community Infrastructure
COM7. Creating A Safe And Efficient Transport Network
COM9. Parking Standards In New Development
COM10. The Provision Of Utilities Service Infrastructure

National Planning Policy Framework

As far as this application is concerned the following section(s) of the NPPF are considered to be relevant;

2. Achieving sustainable development

Para 11 advises of the 'Presumption in favour of sustainable development'.

4. Decision-making

Para 38 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

5. Delivering a sufficient supply of homes

6. Building a strong, competitive economy
 8. Promoting healthy and safe communities
 9. Promoting Sustainable transport
 11. Making effective use of land
 12. Achieving well-designed places
 14. Meeting the challenge of climate change, flooding and coastal change
 15. Conserving and enhancing the natural environment
- Para 172. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas...

Other material considerations

Supplementary Planning Documents:

Design and Sustainable Planning Guidelines (2009)
West Dorset Landscape Character Assessment (2009)
Bournemouth, Dorset & Poole Residential Parking standards guidance
Dorset Area of Outstanding Natural Beauty: A Framework for the Future
AONB Management Plan 2014 - 2019

The applicants took the scheme to the Design Review Panel. Below is a summary of the panel response.

The Panel strongly supports the scheme in principle. We applaud the aim to design and deliver affordable, sustainable and neighbourly housing for those in housing need. We understand that they have widespread support from the Parish, Town and District Councils for this scheme.

We warmed to the uncomplicated contemporary architecture and are happy with this and the materials proposed. We like the way the scheme draws on Bridport to which it will be well related. The terraces are compact, legible and efficient and work well with the topography, indeed it will help neighbourliness for people to meet each other on a level.

The site is a sensitive one being visible from public footpaths on Allington Hill. We appreciate, therefore, that the LPA has concerns about the visual impact of the scheme. The hardest part of the scheme to accept visually is the self-build plots amassed in the north-east corner. The plots are bound to contrast with the terraces wherever they are disposed but forming two rows uppermost on the sloping site accentuates the difference and makes them incongruous. Arguably, to site these units separately might be unhelpful to a coherent community spirit.

Two alternative approaches for the self-build plots emerged, both worth investigation and both options would leave the uppermost part of the site, the most visible, undeveloped.

Generally, the woodland buffer is perhaps a bit of a blunt instrument and the ambitions of screening and blending could be achieved with a more thoughtful approach to structured planting throughout the development. This would provide more of a softening of the outline of the whole development from all viewpoints, rather than simply masking it from a few. Such an approach across the site would help integrate the development in its context better than large buffer planting areas.

We see more value in planting to reinforce the boundaries between the scheme and open country. The visual impact of the growing area need not be negative providing it is designed and managed appropriately, and so screening may not be necessary.

The handling of water and sustainable drainage has been well handled and it is imaginative to make a feature of the swale trenches as part of the scheme. Please note that open water would be contaminated by parked vehicles so should be away from parking and associated hard surfaces.

More thought should be given to the disposition and relationship of fronts and backs and how well spaces would work if/when between two sets of backs.

The positioning of the self-build units should be considered in the context of the eventual build phasing, in order both to realise the value of these plots early to help fund the scheme and to minimise the number of self-builds being built simultaneously, minimising deliveries, vans and inconvenience to established residents.

Overall, we were delighted to see this scheme and wish you well. With one more iteration, we hope an improved scheme and one acceptable to the LPA will result. We can see how valuable this scheme could be as an exemplar.

11.0 Human rights

Article 1 Protection of property

Article 6 - Right to a fair trial.

Article 8 - Right to respect for private and family life and home.

This Recommendation is based on adopted Development Plan policies, the application of which does not prejudice the Human Rights of the applicant or any third party.

12.0 Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims:-

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove OR minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the PSED.

In considering the requirements of the PSED, the Co-housing scheme would provide a supportive environment for older people, and separation of vehicles from dwellings would provide a safe place for residents. Dwellings would have level access and be close to public transport facilities for those who are unable to drive.

13.0 Financial benefits

Material benefits of the proposed development	
Housing Nos.	19 dwellings on 12.97 ha
Affordable housing Nos.	12 affordable rent and 7 shared ownership
Construction employment opportunities	Yes
Quantum of Greenspace	Yes - shared with phase 1
Allotments	Throughout the scheme for use of residents.
Financial contributions to be secured via Community Infrastructure Ley (CIL)	

Non-material benefits of the proposed development	
Council Tax	Yes
New Homes Bonus	Yes

14.0 Planning Assessment

14.1 Principle of Development

The site is outside of the defined development boundary as shown by the adopted Local Plan. Policy SUS2 advises that development outside of Defined Development Boundaries will be “strictly controlled” and limited to the exceptions listed in bullet point iii) of the policy. While this application includes affordable housing, these would not meet the Local Plan requirements for a rural exception. Therefore, the scheme should be considered on the merits of the case which includes some affordable housing.

In part, the principle of development for phase 1 considered the benefits of boosting the housing land supply with some affordable housing outweighed the adverse impacts on the AONB. This was approved when the Council could demonstrate a five year housing land supply (HLS). The current application has similar merits as the site is on the edge of a sustainable town, Bridport, and provides an opportunity to boost the housing land supply.

Member will be aware that the Council can no longer demonstrate a five year housing land supply, therefore the relevant Local Plan policies for the supply of housing, including SUS2 are out-of-date and that the ‘Presumption in favour of sustainable development’ applies. This means we should be granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

Great weight should be given to conserving and enhancing landscape and scenic beauty in AONB’s and so the scale and extent of development within designated areas should be limited. It is considered that the current proposal would only have a notable visual impact on Allington Hill, from where it would be seen as infill between the consented phase 1 and the hospital building which reduces the potential significance in this effect. Therefore, with the highest part of the site being left open and undeveloped, as in phase 1 the impact on the AONB is not considered to be serious enough to warrant a refusal on this basis.

This second phase of a unique and one off form of development in Bridport providing a Co-housing neighbourhood which would be managed under its own arrangements and is within a relatively sustainable location would be a valuable addition to the housing land supply.

14.2 Provision of Affordable Housing

The allocation would follow the Local Lettings policy developed for Phase 1 and would use the Housing Register or alternative approved in the allocation process. Dorset Council Housing Enabling Officer considers that the provision of this unique affordable housing scheme will help to provide much need affordable housing locally and takes account of evidenced shortage of one bed accommodation.

A review of West Dorset District Council's current Housing Register indicates that there are 1600 households registered in affordable housing need. There are 414 applicants on the housing register with a connection to the Bridport area.

This application follows on from a permission that has already been granted to Bridport Co-housing Phase 1 for 34 houses and flats on the western half of the land. The first phase has not yet begun but Bridport Co-housing is obliged under terms of its agreement with the landowner, to seek permission for affordable housing on the Phase 2 land.

This scheme would provide an additional 12 affordable rental and 7 affordable shared ownership homes. This equates to approximately two thirds rented and a third shared ownership in line with a 70:30 split in favour of rented housing that is required for the 35% affordable housing by policy HOUS1.

Whilst the Council would only seek to secure by section 106 agreement 35% affordable housing on the site in accordance with policy HOUS1, Bridport Co-housing is a registered community benefit society and as such follows the same legal form and rules as other community land trusts in Dorset. This means that all the land and property owned by Bridport Co-housing is for the benefit of the community and the purpose is to 'Create a neighbourhood of affordable housing where households live together according to the principles of co-housing and enable more sustainable living through sharing of resources and facilities'. The assets, including unsold equity in houses and flats, cannot be sold for private gain.

14.3 Impact on Area of Outstanding Natural Beauty (AONB) landscape

The site is located within the AONB, on the edge of the existing urban settlement infilling between phase 1 of the Co-housing scheme and the hospital site. The application is accompanied by an LVIA, which identifies the site as located within the Brit Valley character area, and the landscape is typical in having a complex visual character and land use pattern. It is described as having both strongly peaceful, rural influences and urban influences, particularly on the fringe of Bridport.

The LVIA concludes that Phase 2 development will complete the construction of the affordable co-housing development with the dwellings reflecting the pattern of development within Phase 1. The effects on the surrounding landscape character

and AONB can be reduced with appropriate, well placed mitigation. With this in place, the development would not cause detrimental harm to the wider landscape character or AONB. The effects on views and visual amenity is anticipated to range between those which would experience localised deterioration, as would be the case for viewpoints on elevated ground in close proximity, to those further afield, from which the development would be viewed as part of the existing built fabric of Bridport. The mitigation planting would provide a good level of screening from key directions, providing a visual foil to the development. Overall, in the context of a completed Phase 1, the Phase 2 development would assimilate into its setting and become integrated into the townscape.

Following the Design Review Panel recommendations and submission of amendments that retain the highest part of the site as open space it is considered that the scheme is acceptable. This is provided that mitigation shown in the accompanying Landscape Plan (1701-P-007B), that proposes retention and reinforcement of existing boundary planting, and additional tree planting and landscaping amongst the built form is implemented, managed and maintained appropriately. The mitigation ensure that phase 2 will not cause any additional landscape harm to that already identified when phase 1 was approved and judged to be acceptable given the benefits offered by the affordable co-housing scheme.

14.4 Design and Layout

The amended scheme that members have before them takes on-board the advice from the Design Review Panel. This proposal leaves the highest part of the site open and undeveloped by removing the self-build units and reinforcing the existing boundary planting. The scheme proposes two terraces that are a continuation of those in phase 1 and an apartment block in the south-east corner at the entrance to the site. It is considered that this proposal is acceptable as it replicates the design and layout of phase 1 that has already been agreed.

The scheme provides garden space, bin stores and cycle parking as required by policy ENV11 and would harmonise with its surroundings when phase 1 is implemented in accordance with policy ENV12.

Allington Parish Council are concerned that the scheme represents over development of the site, however neither the Urban Design or Landscape Officer raised this as an issue. Policy ENV15. Efficient and appropriate use of land requires that development optimises the potential of the site and makes efficient use of land, subject to the limitations inherent in the site and impact on local character.

14.5 Access and Parking

Access to the site would be via the hospital entrance but would not be adopted by the Local Highway Authority. Each dwelling across the site (phase 1 & 2) would have 1 dedicated car parking space. A total of 24 visitor spaces would also be provided in public areas. To minimise the requirement for households to own a second car, the Community Land Trust will operate a car club. 2 spaces for these vehicles are situated close to the entrance of the site.

Allington Parish Council raised concerns regarding the amount of car parking being provided and the impact of increased traffic on the surrounding road network. The Co-housing scheme would be a managed community and so would be able to control car ownership within the site and implement the proposed travel plan and car share scheme.

DC Highways has raised no objection to the proposal on traffic or parking grounds and so the scheme is considered to accord with policies COM7. Creating a safe and efficient transport networks, and COM9. Parking standards in new development, and is therefore acceptable in terms of access and parking provision.

14.6 Biodiversity

A number of ecological surveys have been carried out for the site and a biodiversity mitigation and enhancement plan (BMEP) prepared for the scheme which proposes minimising the lighting to mitigate the impact on foraging bats, planting and an appropriate management regime for a wildflower meadow on the northern field, protecting the existing trees and hedges during construction, reptile mitigation, and coppicing the eastern hedge to make it denser.

DC Natural Environment Team has certified the BMEP and provided there is a condition attached to the consent requiring the implementation and maintenance of the plan the LPA would have met its duties with regard to the NERC Act 2006 duty and the scheme will therefore accord with local plan policy ENV2 Wildlife and Habitats.

14.7 Flood Risk and Drainage

The concerns of Allington Parish Council have been noted above. However the site is located in flood zone 1, low probability of fluvial flooding and the risk of surface water flooding is very low. In addition, there is no indication of any previous flood incidents at this exact location. There is no objection from DC LLFA subject to conditions requiring further details and measures for management and maintenance for the life of the development to be agreed.

Wessex water has confirmed that there is sufficient capacity within the existing water supply network to serve the development and that a connection to the public foul sewer is feasible for the proposal.

The proposal would therefore ensure that there is no increased risk from flooding in the locality in accordance with policy ENV5. Flood risk and there is sufficient capacity in local networks to cope with the development.

14.8 Residential Amenity

Given the location of the site there would be no direct impact from the new dwellings on any existing neighbouring properties. There could be indirect impacts from the increased traffic and movement along Hospital Lane. However, any increase is not considered to have a significant detrimental impact on the amenities of occupiers of nearby properties.

With regards to the future residents of the co-housing development, they have been integral to the design process and any new resident would need to sign up to the management rules and policies that the scheme adopts. However, as the Local Planning Authority would not wish to condition or control the use of the site for solely co-housing purposes, it needs to be satisfied that the residential development could be suitable for a more 'traditional' and standard approach where communal living might not be such a priority. As each house has their own private amenity space and facilities it is considered that residents would not be prejudiced by the layout of the development.

14.9 Community Infrastructure Levy

The adopted charging schedule only applies a levy on proposals that create a dwelling and/or a dwelling with restricted holiday use. All other development types are therefore set a £0 per square metre CIL rate. The development proposal is CIL liable as the scheme is for affordable housing an exemption from CIL can be applied for.

Confirmation of the final CIL charge will be included in a CIL liability notice issued prior to the commencement of the development. Index linking as required by the CIL Regulations - (Reg. 40) is applied to all liability notices issued, using the national All-In Tender Price Index of construction costs published by the Building Cost Information Service (BCIS) of the Royal Institution of Chartered Surveyors. CIL payments are index linked from the year that CIL was implemented (2016) to the year that planning permission is granted.

15.0 CONCLUSION

The benefits of this scheme include the provision of housing with an acknowledged need in terms of affordable units and also support for the Co-housing neighbourhood with its own particular style of occupation and management. This would be of social benefit providing a sustainable community as well as of economic benefit to the construction industry and local businesses. The proposed development would result in some harm to the AONB however this would not be significantly greater than that acknowledge with the consented phase 1.

The design, layout, materials and landscape strategy match phase 1 and so the proposals will sit comfortably within the context of the Co-housing scheme. There are no statutory objections to the proposal on highway, flooding, drainage or biodiversity grounds and there is community support evident from the number of representations received welcoming the scheme.

This proposal came before committee on 15th November 2018 and it resolved to grant consent subject to the signing of a section 106 agreement to secure affordable housing. The section 106 agreement has been signed however some amendments to the BMEP and landscape plans together with revisions to solar PV arrangement and the introduction of car ports were required.

Overall the proposal is considered to be acceptable in providing sustainable development which would add to affordable housing provision in the locality and make a contribution to the housing land supply.

16.0 Recommendation

A) GRANT, SUBJECT TO LEGAL AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) dated 20th June 2019 TO SECURE 35% AFFORDABLE HOUSING

AND THE FOLLOWING CONDITIONS (AND THEIR REASONS):

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

Location Plan - Drawing Number P-001 received on 20/02/17

Key Site Plan – Drawing Number P004 Rev B – received on 19/06/19

General Arrangement PV panels drawing no A200 received 9.5.19

Proposed site roof plan P-005 Rev B received 18/06/19

Proposed Materials - Drawing Number T-141 received on 26/10/2018

Proposed Landscape plan 1701 drawing no P-006 Rev B received 19/06/19

Proposed Landscape plan 1701 drawing no P-007 Rev D received 19/06/19

Apartments First Floor Plan - Drawing Number P-041 received on 20/02/17
Apartments Ground Floor Plan - Drawing Number P-040 received on 20/02/17
Apartments Short Elevations - Drawing Number P-044 received on 20/02/17
Apartment PV panels Plans & Elevations received 9.5.19
NW Terrace Ground Floor Plan - Drawing Number P-010 Rev B received on 23/07/18
NW Terrace Short Elevations - Drawing Number P-014 Rev B received on 23/07/18
North West Terrace PV panels Plans and Elevations received 9/5/19
P-011 Rev C NW Terrace First Floor Plan received 18/06/19
NE terrace short elevations - Drawing Number P-024 Rev B received on 23/07/18
North East Terrace PV panels Plans and Elevations received 9.5.19
NE Terrace Ground Floor Plan - Drawing Number P-020 Rev A received on 23/07/18
NE Terrace First Floor Plan P-021 received 19/06/19
S Terrace Ground Floor Plan - Drawing Number P-030 Rev B received on 23/07/18
South Terrace PV panels Plans and Elevations received 9.5.19
S Terrace Short Elevations - Drawing Number P-034 Rev B received on 23/07/18
S Terrace First Floor Plan P-031 received 19/06/19
Car Port PV panels Plans and Elevations received 18/06/19
Car Port PV panels short Elevations received 18/06/19
Section ELE B-B - Drawing Number P-101 Rev B received on 23/07/18
Section C-C - Drawing Number P-102 Rev A received on 23/07/18

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

2. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

3. Prior to any development hereby approved, a detailed and finalised surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be implemented in accordance with the

submitted details before the development is completed.

Reason: To prevent increased risk of flooding and to improve and protect water quality.

4. Prior to any development hereby approved, details of maintenance and management of the surface water sustainable drainage scheme shall have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: To ensure future maintenance of the surface water drainage system and to prevent increased risk of flooding.

5. Prior to the occupation of any dwellings hereby approved, the access, geometric highway layout, turning and parking areas shown on Drawing Number 17165.13C must be constructed, unless otherwise agreed in writing by the Local Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site.

6. Prior to the occupation of the development hereby approved, the submitted Travel Plan must be implemented and operational.

Reason: In order to reduce or mitigate the impacts of the development upon the local highway network and surrounding neighbourhood by reducing reliance on the private car for journeys to and from the site.

7. Prior to occupation the approved certificated Biodiversity Management Plan by Abbas Ecology dated 31st May 2019 accompanying this application shall be fully implemented and maintained thereafter, in accordance with the details contained therein.

Reason: To mitigate identified impact on wildlife and habitats.

8. Prior to the occupation of any dwelling hereby approved, precise details of the soft and hard landscape schemes shall be submitted to and approved by the Local Planning Authority in writing. Thereafter the approved hard and soft landscaping shall be implemented in accordance with a timescale to be agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory visual appearance to the development

9. Prior to the occupation of any dwelling hereby approved, a Landscape Management Plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas (other than small, privately owned domestic gardens,) shall be submitted to and approved in writing by the Local Planning Authority. A timetable for implementation or phasing of the Management Plan should be produced and agreed in writing with the Local Planning Authority prior to any works commencing on site.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation or historical significance.