



**Melton
Borough
Council**

Helping people | Shaping places



Planning Committee

3rd September 2020

Report of: Assistant Director for Planning and Delivery

19/01302/FUL - Land West Of Main Street, Stathern

Demolition of agricultural buildings and the erection of 74 dwellings, together with access into the site from Main Street, and open space, landscaping and drainage infrastructure.

Applicant: Davidsons

Corporate Priority:	3: Delivering Sustainable and Inclusive Growth in Melton
Relevant Ward Member(s):	Long Clawson and Stathern : Councillor C Evans and Councillor M Steadman
Date of consultation with Ward Member(s):	28 August 2019
Exempt Information:	None

1 Summary



1.1 The site measures approximately 3.6 hectares of former agricultural land located to the south west of the village of Stather. The application is in full and proposes 74 dwellings concentrated around a central 'main street' with cul de sacs leading from it and the incumbent provision of open space, SUDS drainage system, landscaping and footpath. Access is proposed to Main St approximately opposite the 90 degree bend where it joins Mill Hill. At this south end of the site 12 parking spaces are proposed for unrestricted public use (this a contribution towards alleviation of parking congestion in the area associated with the opening and closing times of the nearby primary school).



1.2 Housing mix is proposed as follows:

Market:

- 8 x 2 bed
- 22 x 3 bed

- 20 x 4 bed

Affordable (32%)

- 4 x 1 bed (affordable rent)
- 11 x 2 bed (5 affordable rent, 2 shared ownership and 4 Discount Market)
- 9 x 3 bed (1 x affordable rent, 1 shared ownership and 7 discount market)

- 1.3 The application site adjoined by residential properties to the north (Valebrook Drive and Swallows Close) , and partly to the east by houses facing Main St and Walnut Close, open fields to the south the west. It is enclosed by mature hedging along west and south boundaries and contains several mature trees.
- 1.4 The application site is allocated for housing within the Melton Local Plan (STAT1) with an estimated capacity of 65 dwellings and site specific policy in Appendix 1 which is addressed in greater detail below. The site is also allocated for housing within the emerging Stathern Neighbourhood Plan (currently at Reg. 14 stage) and within the Limits to Development within the Neighbourhood Plan.
- 1.5 The application was subject to community engagement in addition to conventional consultation arrangements following its initial submission in early 2020. This comprised the Parish Council, Ward Councillors, Chair and Vice Chair. The application as described above is in its revised form following significant amendment from the original. Further community engagement has taken place in respect of the amended plans and the Parish Council's views are included in Appendix A below.

2 Recommendation(s)

2.1 It is recommended that the Planning application is APPROVED subject to conditions and a Section 106 Agreement to secure contributions towards:

- (i) Affordable housing including local priority**
- (ii) Funding Traffic Calming on Mill Hill as described at paragraph 5.7.2**
- (iii) Primary and secondary education provision.**
- (ii) Contribution to sustainable transport options.**
- (iii) Contribution towards waste services.**
- (iv) NHS contribution**
- (v) Contribution to the War Memorial Institute upgrading and expansion (sums as set out at section 6 of this report below)**

3 Reason for Recommendations

- 3.1 The application site is allocated for housing in the Melton Local Plan and Neighbourhood Plan. The proposal provides adequate access and is satisfactory in terms of layout, design, provision of open space etc.
- 3.2 The proposal can proceed without undue impact on surrounding properties and an infrastructure capacity can be maintained through developer contributions. The development would make a contribution to current parking issues on Main St through the provision of 12 additional parking spaces and traffic calming being introduced for traffic approaching Stathern from Mill Hill travelling north west, to the benefit of traffic conditions generally as well as those directly associated with the development.

4 Key Factors

4.1 Reason for Committee Determination

4.2 This application is being considered by the Committee in view of its scale and significance and that it is an allocated site in both the Local Plan and Neighbourhood Plan.

4.3 The application is also required to be considered by the Committee due to the level of public interest.

4.4 Relevant Policies

4.4.1 The Melton Local Plan 2011-2036 was adopted on 10th October 2018 and is the Development Plan for the area.

4.4.2 No inconsistency with the NPPF has been identified that would render Local Plan policies 'out of date'.

4.4.3 The Neighbourhood Plan is currently at Regulation 14 stage and as such at a relatively early stage of production, with formal submission (Reg. 16) consultation, Examination and Referendum all to follow. As such it attracts very limited weight at this stage but allocates the site for residential development, subject to various design and access criteria.

4.4.4 Please see Appendix E for a list of all applicable policies.

4.5 Main Issues

4.5.1 The main issues for this application are considered to be:

- Principle of development; compliance with Development Plan Policies.
- Design and layout considerations
- Housing Mix/affordable housing
- Impact upon residential amenities
- Highways and parking
- Ecology
- Impact on archaeology
- Contamination/odour
- Flood risk
- Implications on infrastructure and developer contributions

5 Report Detail

5.1 Position under the Development Plan Policies

5.1.1 The site is adjacent to the settlement of Hose and policies SS1 and SS2 apply. These two policies reflect the presumption in favour of sustainable development within the National Planning Policy Framework (NPPF) and sets out the strategy of delivering housing across Melton Borough through identifying the most suitable locations for new housing within a settlement hierarchy, devised from sustainable credentials. Stathern is identified in the Local Plan as a Service Centre and has a housing allocation with estimated capacity 65 dwellings 'STAT1'. This application proposes 74 dwellings.

5.2 Principle of Development

5.2.1 The application site is allocated for housing within the Melton Local Plan with an estimated capacity of 65 dwellings. The estimated capacity stated in the Local Plan are neither minimum requirements nor maximum limits and as such exceedance of this figure is not considered to be an issue in a statistical sense, though clearly the impacts of doing so requires consideration across a range of issues

- 5.2.2 As such, the principle of the development was established by virtue of its allocation in the Local Plan.
- 5.2.3 **The scheme is considered to be in accordance with Policies set out within SS2 and C1(A) (site allocations) of the Melton Local Plan.**
- 5.3 **Compliance with Development Plan Policies.**
- 5.3.1 'STAT 1' site specific policy makes site specific requirements as follows:
- Development of the site reference STAT1 will be supported provided:
- Flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site;
 - The scheme is designed to preserve or enhance the character and appearance of the settlement when approaching Stathern from Mill Hill. This is to include an acceptable landscaping scheme along with a sensitively designed layout which is not driven by the objective of maximising density. Development would be highly visible from the descent at the top of Mill Hill and will need to provide open green areas and tree belts to break up and limit the visual impact of any new built development.
- 5.3.2 The proposal would retain a high number of larger trees close to the access at Main St though approx. 15 larger trees will be removed to accommodate the access due to the narrow nature of this part of the site. Importantly the mature hedges and trees forming the south boundary of the site will be retained, enhanced by additional new planting and separated from the developed area as a natural corridor. Similarly, the north boundary features would be retained and enhanced creating a corridor separating the site from the existing houses on Valebrook Road and Swallows Drive .
- 5.3.3 The layout contains 2 open spaces within the central area which allow for further tree retention and limited additions, as well as breaking up the built form of the development from an internal perspective. It also retains a hedgerow crossing the site north-south at approximately half way its total length.
- 5.3.4 Views 'down' from Mill Hill will benefit from the tree retention and whilst the development would inevitably be visible, its context would be one of 'nestling' on the valley floor as part of the village, rather than as an intrusive or incongruous incursion or projection into the open countryside.
- 5.4 **Design and Layout**
- 5.4.1 The layout comprises a cores 'spine' road that extends almost the full length of the site east to west. 2 formal cul de sacs would be formed travelling north from the spine road serving smaller clusters of houses , and informal drives also serve houses at right angles to the spine road of varying quantities.
- 5.4.2 The spine road curves through the site and passes open space in 3 locations to provide a pleasant journey not entirely defined by the built form.
- 5.4.3 All of the houses are orientated towards the formal or informal road arrangement and where applicable take full advantage of the open spaces to create a high quality outlook for (future) residents and separation from the road. Houses are of generally consistent scale but a wide range of house types allows for variety and interest and the material pallet assist with this also. 'Keynote' buildings are positioned at prominent junction focal points.
- 5.4.4 From an external, public, perspective the site is relatively hidden due to the narrowness of the access prior to entering the wider site and the retained tress in this area.

5.4.5 Concern has been registered through the Community Engagement exercise that the provision of ‘parking courts’ in 2 parts of the site are a shortcoming in the layout. These can be found at the west end of the site where a row of parking spaces is provided to serve 10 affordable dwellings, and towards its north boundary where a courtyard arrangement is formed, i.e:



It is considered that the first of these (left illustration) is acceptable and the inherent unsightliness of parked vehicles can be effectively mitigated by landscaping features to break up its overall mass (i.e the landscaping strips to include tree/shrub planting). The latter (right, above) is considered to be a regrettable shortcoming in the overall quality of the layout. However, given its recessed location and scale it is not considered so adverse as to merit the refusal of the application.

5.5 Affordable Housing (Policy C4) and Housing Mix (Policy C2)

5.5.1 The current Local Plan requires 32% of the total number of homes which is met in full by this proposal. It comprises a variety of proposed tenures and house sizes/types. ‘Local priority’ can be assured via the content of the s106 agreement.

5.4.6 There is a strong housing mix (see para.1.2 above). However whilst according fully with Policy C2 in respect of 3 bedroom houses, deviates to an extent in terms of 2 bedroom (25% against an optimum of 30%), which is counter balanced by 4 bedroomed (27% vs. optimum of 15%). Policy C2 is not prescriptive and seek that we will “seek to balance” supply and that the optimum proportions set out in table 8 are taken into account as just one factor in deciding the adequacy of the overall mix. With this flexibility and the margin of variation from the optimum mix, it is considered the expectation of Policy C2 would be met.

5.4.7 The Parish Council and a number of representations have expressed concern about the grouping of affordable units within the layout. They are proposed in 2 main groups of 10 with a further group of 4 separately located. These groups are at the west extremity of the site and towards the north boundary adjacent to the rear of Swallows Drive properties (this grouping entirely Discount Market Sale). The SPD identifies the ideal size of groupings to be 6 to attract interest from Registered Providers and as such this is not considered ideal, particularly in respect of the group towards the west end of the site.

5.5 Impact upon the character of the area

- 5.5.1 Policy D1 of the Local Plan states that all new developments should be of high-quality design and Policy EN6 addresses settlement character in terms of valuable open spaces, the build form and the character of Conservation Area etc..
- 5.5.2 The application site is an allocated site for housing 'STAT 1' and in making this allocation the Council evaluated the site characteristics and concluded it was acceptable to be developed, in principle. Though public open space, it is not identified as 'important green space' or within an identified 'important view' within either the Melton Local Plan or emerging Neighbourhood Plan. As such, there are no in principle issues resulting from its loss as equestrian land.
- 5.5.3 The layout has been criticised by the Parish Council and in numerous representations as being of too great a density. However it is approximately 20 houses per hectare which is a low level, and is juxtaposed against the Valebrook Rd/Swallows Drive area which appears similar – indeed the proposal compares favourably in some respects. Due to the location of the site largely behind frontage development and , the extent of the screening provided by trees and hedges, and that the proposal would not be a through route, it is not considered that there would be vantage points or travel routes that would give rise to unwelcome incongruity arising from the differences in density. Infrastructure agencies have not advised that the number cannot be accommodated through enhancements to facilities (e.g. the schools, WMI, play area etc) nor that the alternative figure of 65 suggested by many making representations is preferable.

5.6 Impact upon Residential Amenities

- 5.6.1 The application site is currently undeveloped land adjacent to existing properties on Valebrook Rd, Swallows Drive, Walnut Close, Farriers Way (2) and larger properties on Chapel Lane (2) which have elevations facing towards the application site. However, particularly because of the corridor to be left undeveloped along the north boundary of the site the houses are set back in this area and adequate separation distances are provided.
- 5.6.2 The houses facing Farriers Way are similarly separated and set back from the boundary by their access drive. Plots 24-27 would face the rear of nos 2 and 3 Farriers Way (and their gardens) but distances are such that no undue loss of privacy is anticipated. The boundary here is close boarded fence (no.3) and mature hedging (no. 2) which offer a degree of screening.
- 5.6.3 Plot 8 is close to the garden boundary of nos 2 and 3 Walnut Close who have windows facing, serving kitchen/utility rooms and a porch closest to the boundary in projections from the houses and other windows set further back in the 'main' part of the houses. No. 3 Walnut Close would not look directly at plot 8 as it is aligned further north and would overlook its front drive. No. 2 Walnut Close would look directly west on to the gable end and hipped roof of Plot 8 at a distance of approximately 8m, though its main garden area projects south and is generous in scale. Plot 8 is proposed as a bungalow, with blank facing gable and is 5.5m overall height (to ridge). It would be at a level approximately 0.5 lower than no. 2 Walnut Close.



Taking into account this scale, the difference in levels, the nature of the windows affected and the size and orientation of the garden of no 2, it is not considered it will result in an unacceptable level of amenity remaining for no. 2. The current boundary treatment offers very limited screening and an enhanced boundary would be necessary. This can be secured by condition.

- 5.6.4 Loss of a view and devaluation of adjacent properties have been referenced in representations, but these are not material planning considerations.
- 5.6.5 The proposed development is adjacent to existing residential dwellings. As such construction activities – noise, vibration, dust and artificial light could adversely affect residential amenity. Environmental Health therefore recommends that a Constructional Environment Management Plan is to be submitted and approved prior to commencement of development.
- 5.6.6 **Overall, it is considered that the proposal would comply with the relevant policies of the Melton Local Plan which requires new development to ensure that the amenity of future occupiers and of neighbouring properties should not be compromised.**

5.7 Highway Safety

- 5.7.1 The sole access is on to Main St close to its junction with Mill Hill. It is provided with adequate visibility to the north (towards the village centre) and the footpath would be extended to join the site with that fronting Walnut Close.
- 5.7.2 A clear line of sight is available of vehicles approaching down Mill Hill but the Parish Council and several representations have pointed out that this can be compromised by parked vehicles, especially around school opening and closing times, and vehicles which often enter the village at high speed down Mill Hill. During the Community Engagement meetings it was suggested that traffic calming and off road parking provision would be of assistance to this new junction and to traffic conditions generally and the developers have agreed to fund one provided it is acceptable to the Highways Authority. The HA have been engaged in this suggestion and whilst they would oppose ‘vertical’ calming features have suggested the following:
- Existing chevron on bend to be upgraded to yellow backed + bend warning signs on either end
 - Dragons teeth (sharks teeth) marking upon entry to the village (where speed limit changes)

- Gateway Treatment (Gates + Village Nameplate + Text (Please drive carefully or Welcomes careful drivers)
- Speed Limit buffer i.e. National, 40mph and 30mph

If the Committee considers these justified funding can be incorporated into a s106 agreement and the detailed design governed by a condition .

- 5.7.3 Otherwise the HA considers the junction arrangements and internal layout satisfactory subject to conditions specifying the timetable for provision of parking, sightlines etc and the submission of a Construction Management Plan and s106 contributions towards 'sustainable travel choices'.
- 5.7.4 There has been widespread comment about the increase in traffic generally and in particular the impact on the more congested parts of the village in its traditional centre. However there a few recorded accidents in this area and traffic movements are very slow due to the road layout and on street parking etc and no specific highway hazards can be evidenced.
- 5.7.5 Concern has been raised through Community Engagement that there is an over reliance on 'tandem parking' on the main (spine) road and that as a consequence vehicles will park on street as a more convenient option and will appear unsightly; potentially even pose a hazard if they affect visibility of other vehicles and pedestrians crossing. There are approximately 10 examples of this on the spine road and as such the incidence would be limited and, given their widespread distribution along the full length of the spine road, are not considered likely to give rise to unacceptable visual impact or hazard. It should be noted there is no policy, practice guidance or design standard that indicates 'tandem parking' should be limited or avoided.
- 5.7.6 **The development is considered to be in accordance with the relevant policies of the Melton Local Plan in respect of highway safety and parking.**
- 5.8 **Ecology**
- 5.8.1 The application has been supported by a Phase 1 Habitat Survey and Protected Species Assessment. The Council's ecological advisors are satisfied with the conclusions of this work and recommend a series of conditions to safeguard hedgerows and make provision for wildlife such as bat boxes and swift boxes. They welcome the opportunity to increase bio diversity around the attenuation area. All suggestions can be incorporated as conditions.
- 5.8.2 As such, **it is not considered that the development would result in any adverse impact upon biodiversity in accordance with the relevant policies of the Melton Local Plan.**
- 5.9 **Archaeology**
- 5.9.1 The trial trench evaluation recorded low levels of activity and for this reason no further archaeological intervention is recommended.
- 5.10 **Flood Risk/Drainage**
- 5.10.1 The site is located within Flood Zone 1 being at low risk of fluvial flooding. However it has borders to the immediate north with the Rundle Beck which has a history of flooding of the adjacent houses. A Flood Risk Assessment has been submitted in support of the application.
- 5.10.2 Surface water is modelled to accumulate on site in a 1 in 30 event in close proximity to the existing watercourse on site and with a large extent of surface water modelled to accumulate on site in a 1 in 100 surface water flooding event.

- 5.10.3 The applicant has additionally submitted information from the Melton SFRA with further detail in relation to the modelled fluvial and surface water flooding extents on the site. These areas are not proposed to be developed and the drainage calculations have taken account of them and a further 40% allowance is required to allow for climate change. The resultant details of drainage and attenuation design will be required and this can be secured by condition.
- 5.10.4 The proposed surface water strategy will not increase flood risk at the site or elsewhere. Indeed by positively draining the site and introducing attenuation it is likely that water flow towards the stream will be controlled and reduced.
- 5.10.5 Consequently, the proposals are considered acceptable to the LLFA and no concern is raised regarding drainage, subject to conditions. The Environment Agency have no comments.

6 Impact on Infrastructure

- 6.1 A Section 106 Agreement relating to contributions towards education, sustainable travel, NHS and civic amenities is required as detailed below.
- **Education provision : Total £500,676.66** Primary School sector requirement £297,676.80. This contribution would be used to accommodate the capacity issues created by the proposed development improving, remodelling or enhancing existing facilities at Stathern Primary School or any other school within the locality of the development. Secondary School sector requirements £202,999.86.
 - **Library** request of £2,170 Sustainable travel provision of approximately £29,037
 - **Travel Packs**; to inform new residents from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack).
 - **6 month bus passes**, two per dwelling (2 application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at (average) £510.00 per pass).
 - **NHS funding** of £22,435
- 6.2 All of the contributions are supported with information explaining the basis for their calculation, their need and their relation to the development concerned. It is considered all are compliant with the requirements so for the Community Infrastructure Regulations (Reg 122).
- 6.3 In addition the War Memorial Institute has sought contribution towards the upgrading and expansion of the Village Hall of £111,834.94. This is supported by a detailed breakdown of costs for the upgrading of the Village Hall which amount to £474,000 and a calculation of the additional growth of the village that the development would represent at circa 25%. The applicants have responded to advise they accept the works for expansion are necessary and a proportion should be paid (£62,000) but do not accept that their development is responsible for the need for the environmental performance to be improved or to allow greater use by the school (to whom they are contributing separately) as these improvements will be needed regardless of their scheme. The WMI Village hall has appreciated the willingness to make a contribution but argues the improvements are equally as necessary as the extension to enable a 'fit for purpose' facility and offer as a fall back a revised request of £92,400 if

contributions were limited to the extension costs only which amount to £391,924, based upon build costs and the specification of the extension to match the main building once improved.

6.4 Governance of developer contributions is provided by the Community Infrastructure Regulations 2012 which require contributions to be **necessary to make the development acceptable in planning terms**. They must be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development

6.5 It is considered that the extension is a consequence of the growth in demand arising from the development in a similar manner to, for example, the school and as such is necessary. The extension will be an integral part of the Village Hall so should be of the same specification. The means by which the contribution is calculated as a representative proportion of overall costs based on house numbers is considered to be fair and reasonable. However the calculation for this has addressed the development as a proportion of the existing village, as opposed to the proportion it represents after the development is complete, and the latter is considered more appropriate as the improved WMI will serve all residents old and new. Appropriate calculation is therefore considered to be:

- dwellings in village 314 plus proposal (74) is 388
- Proposal (74) represents 19.1%
- 19.1of total applicable cost (£391,924) = £74,748

6.6 Further requests have been received in the very late stages of the application from the Parish Council for £20,000 in respect of a footpath and bridge link to, and through, the open space on Valebrook Rd in order to improve connectivity, and from the Stathern Recreation Association seeking circa £30,000 for new equipment within the exiting village play area. These are currently the subject of discussion between officers, the applicant and the requesting bodies and an update will be provided at the meeting.

7 Consultation & Feedback

7.1 A site notice was posted and neighbouring properties consulted. As a result letters of objection from 57 separate households have been received. These are summarised in Appendix B

8 Financial Implications

8.1 The recommendation proposes a s106 agreement collecting developer contributions for various aspects (see above for details).

Financial Implications reviewed by: N/A

9 Legal and Governance Implications

9.1 Legal implications are set out in the report where relevant. Legal advisors will also be present at the meeting.

Legal Implications reviewed by: Legal Advisor (Planning)

10. Background Papers

10.1 None

11 Appendices

- A: Summary of Statutory Consultation responses
- B: Summary of representations received
- C: Recommended Planning Conditions
- D: Informatives
- E: List of applicable Development Plan policies

Report Author:	<i>Jim Worley, Assistant Director for Planning and Delivery</i>
Report Author Contact Details:	01664 502359 jworley@melton.gov.uk
Chief Officer Responsible:	Jim Worley , Assistant Director for Planning and Delivery
Chief Officer Contact Details:	01664 502359 jworley@melton.gov.uk

Appendix A : Consultation replies summary

Parish Council (to amended plans):

We remain concerned about some areas of design and the density of the proposed development.

The following is a list of changes we need to see for the development to meet the STAT 1 Policy in the Local Plan - "Development of the site reference STAT1 will be supported provided: the scheme is designed to preserve or enhance the character and appearance of the settlement when approaching Stathern from Mill Hill. This is to include an acceptable landscaping scheme along with a sensitively designed layout which is not driven by the objective of maximising density. Development would be highly visible from the descent at the top of Mill Hill and will need to provide open green areas and tree belts to break up and limit the visual impact of any new built development"

1. STAT 1 Policy allocates 65 houses to this site (listed as capacity). NOT the 74 proposed. This is a 14% increase on the allocation in the Local Plan. The density / overall numbers are not in keeping with the village
2. Parking – c 36 properties rely on tandem parking and many are three deep including the garage. Garages are NOT acceptable parking options. Some 4 bedroom properties have only three spaces – a garage with two tandem spaces in front. Almost all rely on tandem spaces with smaller 4 bed houses having less spaces than larger 4 beds. Maisonettes have only one parking space. Parking in some areas is bunched together giving the appearance of a municipal car park. Better spacing is required to prevent parking on internal roads and provide adequate parking for each dwelling.
3. Areas at west and east end are congested with properties. Eg View 3 in visuals pack shows tight packed houses around Eastern Green which dominate the scene. Also Western end where many affordable houses are together making a congested area and a 'car park' for some 20 cars visible from corner of site.
4. Maisonettes with living room upstairs should be sited where they do not overlook neighbouring properties. Loss of privacy is considerable for the adjacent properties
5. Affordable housing should be more spread throughout the site to reduce impact of congested areas. This will also help 'reflect' more of a village vernacular where properties of 1 type are not grouped together. Grouping affordable housing furthest away from village amenities appears to be inappropriate.
6. Absence of any detached bungalows is very disappointing. At least two are necessary to complement the semi detached ones.
7. Road 1 is too straight and could lead to dangerous speeds. A more serpentine layout is better or failing that some road calming (chicanes) along it. Again to reflect the village and the adjacent estate.
8. Plot 8 is very close to the edge of the site and a neighbouring tree. This should be moved as this seriously impinges on the residents privacy and light.
9. Materials. Roofs are all concrete tiles. We expected some pantiles as a link

to local vernacular (as can be seen in the example photos in the house type pack). Not all but a significant number. Please refer to STAT 1 Policy in the Local Plan. The View from Mill Hill will be directly impacted by the roof materials

10. 'Stone' does not seem to mean local stone. There should be some local stone for 1.5m or so for the walls for a number of houses, especially towards the Eastern end and around the Greens. Again reflecting local village vernacular.
11. ** All the issues listed separately are required to ensure the development meets the STAT 1 Policy in the Local Plan and satisfies village concerns.

List of matters to be addressed by conditions also supplied

Stathern War Memorial Institute Committee – Object to the proposal

- Excessive number of dwellings
- Overdevelopment
- Significantly detrimental impact on village facilities and resources
- Impact upon highway safety
- Impact upon privacy of residents
- Impact upon views toward and from the village.
- Primary school at capacity
- In order for a development of this scale to be acceptable in planning terms it is necessary for the applicant to support the community by making financial contributions to the War Memorial Institute, Primary School and other community facilities.

LCC Highways No objection subject to conditions.

- The LHA advice is that, in its view, the impact of the development on highway safety would not be unacceptable, and when considered cumulatively with other development, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 109 of the National Planning Policy Framework (2019), subject to the conditions and/or planning obligations outlined in their report.

LCC Ecology

- No objection subject to conditions.

LCC Archaeology

- The trial trench evaluation recorded low levels of activity and for this reason no further archaeological intervention is recommended.

Environment Agency

- No formal comment to make. The site lies within flood zone 1 and our standing advice ('FRSA') applies.

Severn Trent

- No objection: requests informatives and additional modelling works currently being undertaken.

LLFA No objection subject to conditions

- Site located in Flood Zone 1 being at low risk of fluvial flooding, surface water is modelled to accumulate on site in the 1 in 30 event in close proximity to the existing watercourse on site and with a large extent of surface water modelled to accumulate on site in the 1 in 100 surface water flooding event.

- The applicant has additionally submitted information from the Melton SFRA with further detail in relation to the modelled fluvial and surface water flooding extents on the site.
- The applicant is proposing to discharge surface water to an ordinary watercourse bordering the site at a rate not exceeding 14.2 l/s, given the nature of the development the applicant should make a 40% allowance for climate change.

Designing Out Crime Officer

- Leicestershire Police have no formal objections in principle to the application

Housing Officer

- The number of 3 bedroom properties proposed, align with the percentage for open market housing in Table 8 of the Local Plan. However, there is a proposed over supply of 4 and 5 bedroom properties (44%) rather than 15-20%, as set out in Table 8 and no provision for smaller open market properties, particularly suitable for smaller families and couples.
- 4 x 3 bedroom homes are semi-detached. The other 46 homes are all detached. There is no proposed provision of bungalows within the mix of open market homes.
- It is recommended for 6-10 of the homes to be bungalows to meet the housing need of some older people and other people less mobile.
- To ensure that the homes are sustainable, especially for growing families, I recommend in both the open market and affordable housing, that any 2 bedroom properties are large enough for a minimum of 4 people and the 3 bedroom properties for a minimum of 5 people.
- The proposal is for 24 x affordable homes, this is c.32% of the total number of homes, which aligns with the policy requirement of C4, as the site is in Value Area 2.
- At least 10% (7 homes) of the total dwellings would need to be affordable home ownership, to align with para.64 of the current NPPF.
- There is currently no affordable home ownership property in the parish. Any affordable home ownership which is either Discount Market Sale; Starter Homes or Low Cost Homes for Sale, would need to have the minimum discount on the sale value applied for them to be affordable. For this area the minimum discount would be 20%. The discount would need to be held in perpetuity, secured by a Section 106 agreement.
- It is recommended for the application to have discussions with several registered providers to establish a financially viable mix of affordable housing, if they have not already done so.
- The LPA would need to see the layout of the affordable housing to enable comment on this.
- Local connection criteria would need to be applied to the affordable housing, this would give priority to residents and those with a family or employment connection to the Parish first, then the neighbouring parishes and then the rest of the Borough.

Building Control

- The planning Layout indicates possible issues with the Shared Drives which may not be in accordance with fire and waste collection requirements.

Appendix B : Summary of representations received

Neighbours: Representations have been received from 57 households; 56 objecting. Many residents have commented on both the original and amended submissions.

Planning Policy

- Stathern is not a sustainable location of development owing to limited facilities
- The sustainability of Stathern has diminished since the local plan was adopted as the bus service has been reduced
- The development is contrary to Policy STAT 1 as it contains too many dwellings (74 vs 65).
- A scheme of this scale is too large for a village of Stathern's size and will be out of keeping. It will represent 105% of the identified need for Stathern
- Brownfield Land is available and should be used before developing on 'virgin' green fields
- Unlikely that people who would choose to reside on a new housing estate would settle happily within the context of a small village.
- This would be against Policy EN1, which requires that development 'does not have an adverse effect on important views, approaches and settings'.
- The application should be postponed to allow for the Neighbourhood Plan and give it the status indicated in the White Paper.

Road Safety

- Vehicles approach the site from Mill Hill at high speed and will pose a hazard to those entering/exiting the site; Traffic Calming is required, as a minimum
- Visibility is impaired around the junction by parked cars, especially at school drop off/collection times, which impede visibility of cars approaching from Mill Hill
- The area is used by children to go to and from school and additional cars will increase danger as they cross Main St, including with push char and wheelchairs etc
- The new parking area will encourage more people to cross Main St to get to the school.
- Proper crossing facilities should be provided
- Stathern is over congested in any event especially in the village centre ('traffic chaos') and additional vehicles cannot be accommodated. People travelling for work will travel through the village centre where problems are worst.
- Concerned by the location of the proposed bell mouth, on the existing ninety degree bend. We have experience of accidents occurring on this bend including cyclists and motorcyclist coming off and two car impacts,

only in this last year, into parked cars associated with the school

Housing Supply

- Stathern has enough recent developments and does not need this
- There are a number of properties for sale in Stathern, Several have been on the market for a long period which shows there is no need or demand for this development
- The development will not meet the housing needs of Stathern
- Stathern is well on its way to achieving the Local Plan allocation.

Affordable Housing

- The affordable housing is grouped together and will be distinguished from the remainder. Affordable Housing in large groups creates ghettos and social tensions
- How will it be ensured that the affordable housing is allocated to people with local needs

Flooding and Flood Risk

- The site suffers from flooding from the adjacent stream; this drains the escarpment to the south and carries a huge volume of water when in spate.
- There are no plans for maintenance of the stream
- The development will cause additional flooding by the run off it creates
- The application is unclear about the provision of future maintenance for the watercourse and open spaces
- The land opposite is within the functional flood plain and it has not been explained how the development will not exacerbate this problem.
- Land levels must it be increased as this will displace flood water into the properties opposite.

Site layout

- The development is too dense and is incompatible with its surroundings. Comparing the plot sizes on the development with those on Swallows Drive and Farriers Way suggest this is a suburban development
- The development is bolted on to Stathern and its lack of connectivity will mean it will function separately and affect the exiting social dynamic of the village.
- The site is a key element of the view of Stathern from elevated land to the south (Mill Hill) that will be lost
- The single access will mean a lack of connectivity with the wider village. It will act as a separate community and will lack integration
- The layout is urban in nature and does not reflect the village environment
- The architecture and design of the building do not reflect the village
- There is too little open space

- The density results in the loss of trees etc which is avoidable.
- There is insufficient parking which will result in on street car parking and road hazards
- There is too much reliance on tandem parking which people will not use and will park on street instead
- The shared parking courts are unsightly and out of keeping with the village environment

Infrastructure

- The village infrastructure is overstretched and cannot accommodate the extra demand from the development
- The school is already full and has no scope to expand
- There are insufficient facilities in the village to support such a large scale development
- This development with the recent and increased house building in the village will increase the size of the village by nearly 50% but there are no sports facilities or plans to increase employment opportunities.

Ecology

- The site is a haven to wildlife with very many species that will be destroyed.
- The wildlife studies are challenged; bat roosts are present in the farm building and bats forage in the trees
- The development would result in the loss of too many mature and ancient trees and hedgerows
- The site is in a Swift Alert Area

Residential Amenity

- Houses in Farriers Way will be faced with overlooking and loss of privacy from 3 new properties. There is no buffer or barrier proposed to protect the Farriers Way properties.
- Houses on Valebrook Rd and Swallows Close and will be overlooked and the view into the paddock will be lost. The view is one of the reasons people purchased these houses,.
- Concern that the new houses will be on a higher level and will over power and over dominate those existing
- The amended plan shows the side of the proposed house number 8 abutting the garden 2 Walnut Close. The footprint (on the plans) does not reflect the true footprint of No 2 which has been extended and protrudes further towards the site. Consequently, the building of number 8 would massively adversely impact the privacy and light of number 2.

Appendix C: Recommended Reasons

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted application details, as follows:

- n1252 011 site sections
- ADC1374-DR-600 Rev P1 Finished Floor Levels
- n1252 101 Rev A Materials (subject to condition 3)
- n1252 008 Rev S Planning Layout
- House type plans pages 1 - 120 submitted to the Local Planning authority on 6th August 2020

Reason: To ensure a satisfactory form of development in accordance with Policies SS1 and D1 of the Melton Local Plan

3. Notwithstanding the submitted information, before any development commences, representative samples of the types and colours of materials to be used on the external elevations of the proposed dwellings shall be deposited with and approved in writing by the local planning authority, and the scheme shall be implemented in accordance with those approved materials. The details submitted shall include specification of the type of stone to be used and inclusion of pantiles, and the dwellings to which each mix of materials shall be applied.

Reason: To ensure that the development has a satisfactory appearance in the interests of visual amenity to accord with Policies SS1, SS2 and D1 of the Melton Local Plan

4. No development shall commence on site until such time as the existing and proposed ground levels of the site, and proposed finished floor levels have been submitted to and agreed in writing by the local planning authority. The approved proposed ground levels and finished floor levels shall then be implemented in accordance with the approved details.

Reason: To ensure that the development has a satisfactory appearance in the interests of visual amenity to accord with Policies SS1, SS2 and D1 of the Melton Local Plan

5. No development shall take place until a scheme of hard and soft landscaping works, including boundary treatments, for the site, including an implementation scheme and a hedgerow management plan, and arrangements for its future permanent maintenance, has been submitted to and approved in writing by the local planning authority. The development shall be carried out in full accordance with the approved landscaping scheme and the requirements of the scheme in relation to future maintenance shall be

complied with whilst the development is in use

The scheme shall comprise native species and specify the disposition of trees to include Heavy and Extra Heavy standard specimens within the areas of open space, and the following properties:

- Buffer zones of at least 5 m of natural vegetation to be maintained alongside all retained hedgerows
- The SuDS to be designed to maximise benefit to wildlife
- Light spill onto retained hedgerows and the brook corridor to be minimised to a value of 1lux or lower at the edge of the habitats.
- Swift nest boxes to be added to a minimum of 7 dwellings to the eastern end of the site.
- Hedgehog friendly fencing
- The extension of the grass pathways to the area of open space at the north end of the site
- Means of protection of the public open space by means of low level fencing, posts or bollards.
- All new hedgerows to be comprised entirely of native species.

Reason: To ensure that the development has a satisfactory appearance and to ensure that the work is carried out within a reasonable period and thereafter maintained in accordance Policies SS1 and D1 of the Melton Local Plan.

6. Prior to the commencement of development, a biodiversity management plan for all retained and created habitats including SuDs, shall be submitted and approved by the LPA. The Plan shall include the following details

- The SuDS to be designed to maximise benefit to wildlife
- Light spill onto retained hedgerows and the brook corridor to be minimised to a value of 1lux or lower at the edge of the habitats.
- Swift nest boxes to be added to a minimum of 7 dwellings (ideally 12) to the eastern end of the site.
- Provision of bat boxes

The development shall subsequently be implemented in accordance with the approved details.

Reason : To ensure the bio diversity interest of the site can be protected and where possible enhances, in accordance with Policy EN9 of the Adopted Melton Local Plan

7. No development shall commence on site until all existing trees that are to be retained have been securely fenced off by the erection of post and rail fencing to coincide with the canopy of the tree(s), or other fencing as may be agreed with the Local Planning Authority, to comply with BS5837. In addition all hedgerows that are to be retained shall be protected similarly by fencing erected at least 1m from the hedgerow. Within the fenced off areas there shall be no alteration to ground levels, no compaction of the soil, no stacking or storing of any materials and any service trenches shall be dug and backfilled by hand. Any tree roots with a diameter of 5 cms or more shall be

left unsevered.

Reason: In the interests of visual amenity in accordance with Policies D1 of the Melton Local Plan

8. No development shall commence on the site until such time as a construction management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, hours of site operation and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

Reason: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area in accordance with Policies D1 and IN2 of the Melton Local Plan

9. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Drawing ADC1374-DR-005-P6 have been implemented in full. Visibility splays once provided shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, to afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network in the interests of general highway safety and in accordance with the National Planning Policy Framework (2019).

10. The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2019)

11. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Planning Layout, drawing no. 008 Rev S. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2019).

12. No part of the development shall be occupied until such time as the offsite works shown on Drawing ADC1374-DR-005-P6 have been implemented in

full.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2019).

13. Before first occupation of the development hereby permitted, drainage facilities shall be provided within the site such that surface water does not drain into the Public Highway including private access drives, and thereafter shall be so maintained.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2019).

14. No development shall take place until a scheme for traffic calming in Mill Hill to the south of the access to the site has been submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the 20th house on the site

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2019).

15. No development approved by this planning permission shall take place until such time as a surface water drainage scheme has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall allow capacity for 1 in 30 flood event from the existing watercourse on site and the 1 in 100 surface water flooding event and a further 40% allowance is required to allow for climate change. The development will be implemented in accordance with the approved surface water drainage scheme

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.

16. No development approved by this planning permission shall take place until such time as details in relation to the management of surface water on site during construction of the development has been submitted to, and approved in writing by the Local Planning Authority.

Reason: To prevent an increase in flood risk, maintain the existing surface water runoff quality, and to prevent damage to the final surface water management systems though the entire development construction phase.

17. No occupation of the development approved by this planning permission shall take place until such time as details in relation to the long-term maintenance of the surface water drainage system within the development have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be complied with and include details of the persons responsible for maintenance of all drainage features and riparian responsibilities in relation to the stream on the east boundary of the site.

Reason: To establish a suitable maintenance regime that may be monitored over time; that will ensure the long-term performance, both in terms of flood risk and water

quality, of the surface water drainage system (including sustainable drainage systems) within the proposed development.

18. No development shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Local Planning Authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:
- I. Procedures for maintaining good public relations including complaint management, public consultation and liaison
 - II. Arrangements for liaison with the Council's Environmental Health Team
 - III. All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours:
 - 07:30 Hours and 18:00 Hours on Mondays to Fridays and
 - 08:00 and 13:00 Hours on Saturdays and
 - at no time on Sundays and Bank Holidays
 - IV. Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
 - V. Mitigation measures as defined in BS 5228: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise and vibration disturbance from construction works.
 - VI. Procedures for emergency deviation of the agreed working hours.
 - VII. Measures for controlling the use of site lighting whether required for safe working or for security purposes.

Thereafter the requirements of the approved Construction Environmental Management Plan shall be implemented

Reason: To secure the satisfactory development of the site and comply with Policy D1 Adopted Melton Local Plan.

19. Notwithstanding the provisions of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development Order) 2015 or any subsequent amendment to that order, no development within Class A, B, C and E shall be carried out unless planning permission has first been granted for that development by the Local Planning Authority.

Reason: To ensure adequate levels of residential amenity are maintained

20. The designated visitor parking at the south end to be open for public use in perpetuity

REASON: To ensure that the parking remains available at all times for public use.

Appendix D : Informatives

1. Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>
2. If the roads within the proposed development are to be offered for adoption by the Local Highway Authority, the Developer will be required to enter into an agreement under Section 38 of the Highways Act 1980. Detailed plans will need to be submitted and approved, the Agreement signed and all sureties and fees paid prior to the commencement of development. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>

If an Agreement is not in place when the development is commenced, the Local Highway Authority will serve Advanced Payment Codes in respect of all plots served by all the roads within the development in accordance with Section 219 of the Highways Act 1980. Payment of the charge must be made before building commences. Please email road.adoptions@leics.gov.uk in the first instance.

3. All proposed off site highway works, and internal road layouts shall be designed in accordance with Leicestershire County Council's latest design guidance, as Local Highway Authority. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>
4. Prior to construction, measures should be taken to ensure that users of the Public Bridleway are not exposed to any elements of danger associated with construction works.
5. Public Rights of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
6. Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.

7. No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.
8. Severn Trent Water advise that although our statutory sewer records do not show any public sewers within the area you have specified, there may be sewers that have been recently adopted under, The Transfer Of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and you are advised to contact Severn Trent Water to discuss your proposals. Severn Trent will seek to assist you obtaining a solution which protects both the public sewer and the building.
9. The scheme shall include the utilisation of holding sustainable drainage techniques with the incorporation of sufficient treatment trains to maintain or improve the existing water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year return period event plus an appropriate allowance for climate change, based upon the submission of drainage calculations.
10. Full details for the drainage proposal should be supplied including, but not limited to; construction details, cross sections, long sections, headwall details, pipe protection details (e.g. trash screens), and full modelled scenarios for the 1 in 1 year, 1 in 30 year and 1 in 100 year plus climate change storm events.

Details should demonstrate how surface water will be managed on site to prevent an increase in flood risk during the various construction stages of development from initial site works through to completion. This shall include temporary attenuation, additional treatment, controls, maintenance and protection. Details regarding the protection of any proposed infiltration areas should also be provided.

11. Details of the surface water Maintenance Plan should include for routine maintenance, remedial actions and monitoring of the separate elements of the surface water drainage system that will not be adopted by a third party and will remain outside of individual householder ownership.
12. Where there are any works proposed as part of an application which are likely to affect flows in an ordinary watercourse or ditch, the applicant will require consent under Section 23 of the Land Drainage Act 1991. This is in addition to any planning permission that may be granted.

Guidance on this process and a sample application form can be found via the following website: <http://www.leicestershire.gov.uk/flood-risk-management>

Applicants are advised to refer to Leicestershire County Council's culverting policy contained within the Local Flood Risk Management Strategy Appendix document, available at the above link. No development should take place within 5 metres of any watercourse or ditch without first contacting the County Council for advice.

Appendix E : Applicable Development Plan Policies

Melton Local Plan:

- **Policy SS1 – Sustainable Development** seeks to secure development proposals which promotes and improves economic, social and environmental conditions in an area;
- **Policy SS2 - Development Strategy** sets out how development will be distributed across the Borough in accordance with a spatial strategy that states that Service centres and Rural Hubs will accommodate up to 35% of new housing on a proportionate basis through allocated sites and the delivery of a proportion of windfall development, and allows smaller scale housing within or adjacent to Service Centres and Rural Hubs.
- Policy C1 (A) Housing Allocations.
- Policy C2 Housing Mix.
- Policy C3 National Space Standards and Smaller Dwellings.
- Policy C4 Affordable Housing
- **Policy EN2 – Biodiversity and Geodiversity** states that development proposals will protect and enhance biodiversity, ecological networks and geological conservation interests
- **Policy EN6 – Settlement Character** states that development proposals will be supported where they do not harm open areas which; Contribute positively to the individual character of a settlement; Contribute to the setting of historic built form and features; Contribute to the key characteristics and features of conservation areas; and Form a key entrance and/or gateway to a settlement.
- Policy EN7 Open Space, Sport and Recreation.
- **Policy EN8 – Climate Change** sets out that all new development proposals will be required to demonstrate how the need to mitigate and adapt to climate change has been considered, subject to considerations of viability.
- Policy EN9 Ensuring Energy Efficient and Low Carbon Development.
- **Policy EN11 – Minimising the Risk of Flooding** sets out that development proposals do not increase flood risk and will seek to reduce flood risk to others.
- **Policy EN12 – Sustainable Drainage Systems** ensures that development proposals undertake surface water management and have acceptable run-off

rates.

- **Policy EN13 – Heritage Assets** The Council will take a positive approach to the conservation of heritage assets and the wider historic environment
- **Policy IN2 – Transport, Accessibility and Parking** sets out that all new developments should, where possible, have regard to supporting and promoting an efficient and safe transport network which offers a range of transport choices
- Policy IN3 Infrastructure Contributions and Community Infrastructure Levy.
- Policy IN4 Broadband.
- **Policy D1- Raising the Standard of Design** requires all new developments to be of high quality design.
- Site specific policy 'STAT 1'

Other

- National Planning Policy Framework (February 2019)
- Affordable Housing and Housing Mix SPD (July 2019)