



Report to: Planning Committee, 21st February 2019

Report of: Deputy Director – Economic Development and Planning

Subject: APPLICATION P18G0322- ERECTION OF 64 DWELLINGS, 71 EXTRA-CARE LIVING APARTMENTS WITH ASSOCIATED ANCILLARY FACILITIES (USE CLASS C3), ACCESS, CAR PARKING, LANDSCAPING AND ASSOCIATED WORKS AT SITE OF DEFRA, WHITTINGTON ROAD

1. Recommendation

The Deputy Director – Economic Development and Planning recommends that Planning Committee is minded to grant full planning permission for the development subject to:

- (i) referral to the National Planning Casework Unit,**
- (ii) the conditions set out in the plans list, and**
- (iii) the applicant and all parties with an interest in the land entering into an agreement under Section 106 of the Town and Country Planning Act in accordance with the agreed Heads of Terms, and subject to the Deputy Director - Governance being satisfied with the nature of such an Agreement delegate to the Corporate Director Place approval to grant the necessary planning permission.**

2. Background

- 2.1 The application has been referred to the Planning Committee as it does not fall under the scheme of delegation.
- 2.2 The application was received on 18th July 2018 and the target date for determination has been extended to 22nd February 2019.

3. The Site and Surrounding Area

- 3.1 The application site is brownfield in nature and is located approximately two miles to the south east of Worcester City Centre on the A44 Whittington Road. The Site comprises a total area of approximately 3.17 hectares (7.845 acres) and is generally level following the demolition of a number of low rise (predominantly single storey) buildings.
- 3.2 The topography of the site is generally flat with a slight fall from its high point at the northwest corner down to the eastern side of the southern boundary.

- 3.3 The area of land to the east constitutes the emerging residential development previously approved under application reference P16G0178. This residential development is accessed via an established spine road from Whittington Road, which itself connects to the east via Bronsil Close, (only used for pedestrian, cycle and emergency vehicle access).
- 3.4 The area immediately surrounding the site to the north and south is residential with the housing stock made up of largely two to three storey terraced and semi-detached dwellings. The existing telephone exchange premises are located to the north-west corner of the site comprising a large building fronting onto Whittington Road.
- 3.5 The site is allocated in the adopted South Worcestershire Development Plan under allocations policy SWDP 43/16 for 4 hectares of B1 office development and benefits for outline planning consent for B1 office use as part of application P16G0178.

4. The proposal

- 4.1 The submission comprises a full planning application for 64no. proposed dwellings and an extra care facility providing 71no. self contained apartments along with supporting facilities.
- 4.2 This proposal represents Phase II of the redevelopment of the wider former DEFRA site. Planning permission was granted on 30th August 2016 under reference P16G0178 for the redevelopment of the former DEFRA site as a whole. This had the effect of granting full planning permission for 120 houses across the eastern part of the overall site, along with access to this from Whittington Road, together with outline planning permission (with all matters reserved) for office development across the western part of the site. Development of the 120 houses is under way. The current application seeks planning permission for an alternative form of development on the western part of the overall site.
- 4.3 It is proposed that 30% of the units will be affordable in nature: this will comprise 18 units for affordable rent (16 extra care apartments and 2 bungalows) and 23 shared ownership units (21 extra care apartments and 2 dwelling houses). This equates to 41 affordable units in total. The remaining 94 units will be 34 open market extra care units and 60 open market dwelling houses.
- 4.4 The primary access to the site is situated off Whittington Road near the southern corner of the boundary. This is a well established point of vehicular and pedestrian access to the site. A second access point is served off the phase 1 residential development at Bronsil Close, although this is pedestrian/cycle/emergency access only.
- 4.5 The extra care facility is proposed to the western-most part of the site. The remainder of the site will comprise residential units accessed from the existing spine road through the site and an area of public open space within the centre of the site which forms a focal point for the extra care facility and a number of the proposed residential units.
- 4.6 The proposed extra care facility is 'U' shaped in layout facing into the site and addressing an area of open space. Parking for the extra care facility is sited to the east of this building.

- 4.7 Existing access to the telephone exchange will be retained to the south of this building: it is proposed that this access will be gated to ensure that it is used by the occupants of this building only. Landscaping and a public footpath will run alongside this access, providing two connections into Whittington Road (one for bikes), improving permeability into the site.
- 4.8 It is proposed that 24 dwellings will be located off the existing spine road. Each of these units is provided with two in curtilage car parking spaces. The spine road will also provide access to a cul de sac which will run towards the north of the site providing access to the extra care facility and a further 9 dwellings, all oriented around an area of open space. The remaining proposed dwellings will be accessed from roads which form part of the phase 1 development: 12 of the proposed dwellings will address this highway and the phase 1 development and the remaining 16 will be accessed via two cul de sacs. The proposed layout effectively integrates with the phase 1 development including the existing spine road whilst continuing the traditional perimeter block style of development.
- 4.9 In accordance with Article 15 (7) of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), full details of the application have been published on the Council's website. As such, Members will have had the opportunity to review the submitted plans and documents in order to familiarise themselves with the proposals prior to consideration and determination of the application accordingly.

5. Planning Policy

- 5.1 The Town and Country Planning Act 1990 ('the Act') establishes the legislative framework for consideration of this application. Section 70(2) of the Act requires the decision-maker in determining planning applications/appeals to have regard to the Development Plan, insofar as it is material to the application/appeal, and to any other material consideration. Where the Development Plan is material to the development proposal it must therefore be taken into account. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application/appeal to be determined in accordance with the Plan, unless material considerations indicate otherwise.
- 5.2 The Development Plan for Worcester now comprises:
- The South Worcestershire Development Plan (SWDP) which was adopted February 2016
 - The Worcestershire Waste Core Strategy, which was adopted in December 2012

South Worcestershire Development Plan (SWDP)

- 5.3 The following policies of the SWDP are considered to be relevant to the application proposals:-

- SWDP 1 – Overarching Sustainable Development Principles
- SWDP 2 – Development Strategy and Settlement Hierarchy
- SWDP 3 – Employment, Housing and Retail Provision Requirements and Delivery
- SWDP 4 – Moving around Worcestershire
- SWDP 5 – Green Infrastructure
- SWDP 6 – Historic Environment
- SWDP 7 – Infrastructure

SWDP 8 – Providing the Right Land and Buildings for Jobs
SWDP 13 – Effective Use of Land
SWDP 14 – Market Housing Mix
SWDP 15 – Meeting Affordable Housing Needs
SWDP 21 – Design
SWDP 22 – Biodiversity and Geodiversity
SWDP 27 – Renewable and Low Carbon Energy
SWDP 28 – Management of Flood Risk
SWDP 29 – Sustainable Drainage Systems
SWDP 30 – Water Resources, Efficiency and Treatment
SWDP 31 – Pollution and Land Instability
SWDP 33 – Waste
SWDP 43 – Worcester City Allocations (43/16)

Policy SWDP 43/16 identifies the application site as 'Government Buildings, Whittington Road'. The policy allocates the site for a mixed use development of 4ha of B1 office employment and 120 dwellings. Application P16G0178 granted consent for 120 dwellings and the current proposal is thereby contrary to the above allocation as it does not provide 4ha of B1 office employment.

Material Considerations

1. National Planning Policy Framework (NPPF)

- 5.4 The updated version of the National Planning Policy Framework (NPPF) was published and came into effect on 24th July 2018. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It constitutes guidance for local planning authorities and decision takers and is a material planning consideration in determining planning applications.
- 5.5 All the policies in the NPPF constitute Government's view of what sustainable development in England means in practice: an economic role, contributing to a strong, responsive, competitive economy; a social role, supporting vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations and by creating a high quality built environment with accessible local services that reflect the community's needs; and an environmental role, protecting and enhancing our natural, built and historic environment. Economic, social and environmental improvement should be sought jointly and simultaneously.
- 5.6 Paragraph 38 of the NPPF encourages Local Planning Authorities to approach decision taking in a positive way and to foster the delivery of sustainable development. Local Planning Authorities are advised to 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.

2. National Planning Practice Guidance (NPPG)

- 5.7 On 6th March 2014 the Government also published National Planning Practice Guidance (NPPG) that has been revised and updated in the meantime and comprises, amongst other matters: Air Quality, Health and Wellbeing, Noise, and Use of Planning Conditions.

3. Supplementary Planning Documents

- 5.8 The following Supplementary Planning Documents are relevant to the application proposals:-

- Design Quality SPD
- Planning for Health in South Worcestershire SPD
- Developer Contributions SPD
- Renewable and Low Carbon Energy SPD
- Affordable Housing SPD

- 5.9 The Design Quality SPD was adopted on 5th March 2018 and replaces the previous Supplementary Planning Guidance Note 3: Design (SPG3). Both documents encourage high standards of design for development proposals in accordance with the aims and interests that the NPPF seeks to protect and promote in this regard. The Design Quality SPD is consistent with the planning policies in the SWDP.

4. Worcestershire's Local Transport Plan (LTP4) 2018 – 2030

- 5.10 LTP4 set out issues and priorities for investment in transport infrastructure, technology and services, focussed on supporting travel by all modes. In accordance with national and local objectives, a series of local transport-specific objectives are identified in the LTP4:

- "To support Worcestershire's economic competitiveness and growth through delivering a safe, reliable and efficient transport network.
- To limit the impacts of transport in Worcestershire on the local environment, by supporting enhancements to the natural environment and biodiversity, investing in transport infrastructure to reduce flood risk and other environmental damage, and reducing transport-related emissions of nitrogen dioxide, particulate matter, greenhouse gases and noise pollution. This will support delivery of the desired outcomes of tackling climate change and reducing the impacts of transport on public health.
- To contribute towards better safety, security, health and longer life expectancy in Worcestershire, by reducing the risk of death, injury or illness arising from transport and promoting healthy modes of travel.
- To optimise equality of opportunity for all of Worcestershire's citizens with the desired outcome of creating a fairer society.
- To enhance the quality of life for Worcestershire's residents by promoting a healthy, natural environment, for people, wildlife and habitats, conserving our historic built environment and preserving our heritage assets."

5. Worcestershire County Council Streetscape Design Guide (2018)

- 5.11 The 'Streetscape Design Guide' (SDG) was produced to aid architects, engineers, planners, developers, designers and other professionals in preparing transport infrastructure related to new developments. It is to be considered in conjunction with Manual for Streets 1 and 2, as well as the Design Manual for Roads and Bridges.
- 5.12 Chapter 4 relates to 'Planning for Parking' and seeks to provide an approach as to how car parking in Worcestershire should be provided to support development in a manner which embraces the NPPF. It is considered that if the applicant is the end user that they are well placed to assess operational demands but all sites must be considered against a planning use class to ensure they equally address the needs of future users. Therefore applications should provide a suitable evidence base to ensure vehicles are not displaced onto the highway to ensure highway safety is not compromised and maintain the free flow of traffic to the benefit of the local economy. This document only reflects a small part of managing vehicle demands and therefore should be read alongside the Local Transport Plan (above) which contains policies to promote sustainable travel through the provision of physical infrastructure and travel planning initiatives.
- 5.13 Car and cycle parking standards are provided within the SDG which replace those contained in WCC's Interim Car Parking Standards (2016). With regard to car parking standards for residential development the SDG states as follows:

'There is no direct relationship between car parking provision and choice of transport mode, so a minimum provision for residential need should be made to ensure suitable in curtilage storage.

The following are the minimum requirements:

1 Bedroom Unit	1 Space, 1 cycle space
2 – 3 Bedroom Units	2 Spaces, 2 cycle spaces
4 – 5 Bedroom Units	3 Spaces*, 2 cycle spaces

* In Rural parishes of Redditch this should be increased to 4 spaces.

These are the minimum requirements. They apply to both Affordable/Social Housing and Market Housing. The requirements apply to flats/apartments and houses. Cycle parking must be sheltered, secure and easily accessible.

6. Planning History

- 6.1 The wider site has been the subject of the following application:

P16G0178 - Hybrid Application: Demolition of existing structures and Outline Planning Permission for offices with all matters reserved for future consideration (Access, appearance, landscaping, layout and scale). Full Planning Permission for 120 dwellings, details of access and spine road, landscaping, drainage and other associated infrastructure. Various applications to approve the details reserved by conditions have been submitted over the past 2 years.

- 6.2 The above application granted permission for the use of the application site as office accommodation. The residential element of this proposal has been implemented.

7. Consultations

7.1 Formal consultation, including display of site notices, has been undertaken in respect of the application. The following comments from statutory and non-statutory consultees and interested third parties have been received in relation to the original and amended proposals and are summarised as follows:

Worcester City Council Refuse Management: No objection

Worcester City Council Planning Policy Officer: Objection on the grounds that residential development would be contrary to the SWDP site allocation.

Worcester City Council Economic development Officer: Objection to the loss of employment land as allocated in the SWDP

West Mercia Constabulary: No objection

Highway Authority: No objection, subject to conditions and financial contribution towards community transport and travel plan

Worcester City Council Housing Officer: No objection.

Landscape and Biodiversity Adviser: No objection.

South Worcestershire Land Drainage Partnership: No objection.

Worcester City Council Archaeology Officer: No objection.

Worcester City Council Tree Protection Officer: No objection.

Highways England: No objection.

Severn Trent Water: No objection subject to condition.

Lead Local Flood Authority: No objection subject to condition.

Conservation Advisor Panel: Objection.

Spetchley Road Residents Association: No in principle objection. Disappointment expressed regarding the design.

Care Quality Commission: No comments

Neighbours: Several letters of objection have been received in relation to this application. Matters of concern include:

- Problems exiting the site onto Spetchley Road
- Narrow width of main estate road
- Impact on surrounding highway network and traffic
- Impact on the amenities of 1 Vendeen Crescent through overlooking and loss of light
- Overdevelopment of the site
- Loss of natural habitat
- Loss of view to existing properties

- 7.2 Members have been given the opportunity to read all representations that have been received in full. At the time of writing this report no other consultation responses have been received. Any additional responses received will be reported to members verbally or in the form of a late paper, subject to the date of receipt.
- 7.3 In assessing the proposal due regard has been given to local residents comments as material planning considerations. Nevertheless, I am also mindful that decisions should not be made solely on the basis of the number of representations, whether they are for or against a proposal. The Localism Act has not changed this, nor has it changed the advice that local opposition or support for a proposal is not in itself a ground for refusing or granting planning permission unless it is founded on valid planning reasons.

8. Comments of Deputy Director - Economic Development and Planning

- 8.1 Following a comprehensive site visit and assessment of the submitted plans it is considered that the main issues for consideration in the determination of this application are as follows:

- Principle of residential development;
- Affordable housing provision and siting;
- Design and proposed site layout;
- Quality of living environment proposed;
- Impact on neighbouring amenity;
- Impact on the highway network;
- Renewable technologies; and
- Developer contributions.

These matters will now be considered in turn.

Principle of residential development

- 8.2 The site is allocated in the adopted South Worcestershire Development Plan under allocations policy SWDP 43/16 for 4 hectares of B1 office development and benefits for outline planning consent for Class B1 office use. The current proposal is therefore a departure from the development plan and, as such, an objection to the proposal in principle has been raised by the City Council's planning policy team.
- 8.3 In assessing the merits of this application it is important to consider the likelihood of the allocated use (B1 office use) for the application site coming forward. The application is supported by a detailed viability assessment which demonstrates that the development of the site for Class B1 office use would be unviable. The application is supported by detailed marketing evidence. The submitted viability assessment has been independently assessed by a viability specialist who has also concluded that the redevelopment of the site for Class B1 office use would not be viable. Given this it is reasonable to assume that the redevelopment of the site for the allocated and consented Class B1 office use is unlikely to come forward. It is reasonable therefore to consider the merits and appropriateness of alternative uses on this site.

- 8.4 The application site forms part of a wider site (subject of application P16G0178) which includes residential development. The site is a brownfield site within the boundary of Worcester and it is located within a predominantly residential area. The use of the site for residential development is considered to be compatible with the surrounding land uses. It is considered that the use of the site for residential development is the most appropriate alternative use for the site given that the allocated use has been established as unviable.

Affordable housing provision and siting

- 8.5 It is proposed that 30% of the units will be affordable in nature: this will comprise 18 units for affordable rent (16 extra care apartments and 2 bungalows) and 23 shared ownership units (21 extra care apartments and 2 dwelling houses). This equates to 41 affordable units in total. Approximately 90% of the affordable provision will therefore be extra care units and 10% dwelling houses. The merits of the provision of such a high proportion of the affordable element as extra care has been considered and the evidence for the requirement of this type of provision within Worcester has been interrogated by the case officer and Worcester City Council's Housing Team who are satisfied that there is evidence of a definitive demand for affordable products of this nature. The provider will be required to enter into an allocations policy with the Council.
- 8.6 Furthermore, I note that of the affordable dwelling houses, two will be bungalows which are welcomed. By providing extra care affordable units this application will meet a specific need for affordable provision within the City which is not typically met by major housing proposals, there are merits in this. The proposal provides a policy-compliant level of affordable housing and the type and tenure of this provision has been reviewed by the City Council's Housing Team, who have raised no objection to the same. Accordingly, the proposal is considered to be acceptable in this regard.

Design and proposed site layout

- 8.7 The submitted proposal follows extensive pre-application discussions with Senior Officers, Landscape and Biodiversity Adviser and highway engineers and the layout submitted has been informed by these discussions. It is Officer opinion that, as a result, the proposal is one which responds well to the site and the surrounding area, integrating with and taking reference from the surrounding properties in terms of building height, form, palette of materials, building layout and orientation, whilst also seeking to provide a high quality, landscaped development which is set within a quality landscaped setting. The proposal has provides continuity between the existing residential part of the site (currently under construction) and the proposed development, and also successfully integrates the care home with the residential properties.
- 8.8 The site layout is considered to make the most effective use of this site whilst also giving the proposed dwellings street presence. Comments raised by the Spetchley Road Residents Association and Conservation Advisory Panel are noted. It is Officer opinion that this modern development, of a style which is similar to the existing development on the site, is appropriate to the application site and accords with relevant national and local planning policy. The layout is such that variety is incorporated into the development whilst maintaining cohesion between the two parts of the site and its surroundings.

It is Officer opinion that whilst other layouts or forms of development could be employed these may appear discordant with the surroundings and the existing development on the site. The amendments to the proposal which have been made at the request of the case officer, Highways Officer and Landscape and Biodiversity Adviser are noted and it is considered that these amendments have helped to create a site layout which will provide a quality living environment.

Quality of living environment proposed

- 8.9 It is Officer opinion that the occupants of the proposed dwellings would be afforded adequate standards of amenity in terms of amenity space provision, privacy and outlook in accordance with policy SWDP 21 and the Design Quality SPD. On balance the quality of living environment proposed is welcomed.

Impact on neighbouring amenity

- 8.10 It is Officer opinion that, by virtue of the proposed design, siting and layout, the submitted proposal will not result in harm to neighbouring amenity through overlooking, loss of light or noise disturbance of the neighbouring residential properties. A condition restricting hours of construction/ deliveries is recommended to minimise the disruption to the neighbouring residents.
- 8.11 However, concerns have been expressed regarding the impact on neighbouring amenity from the occupants of 1 Vendeen Crescent on grounds of loss of privacy, overlooking and overshadowing, loss of views and overdevelopment of the application site. The concern regarding overlooking and loss of privacy from proposed plots 57, 58 and 59 are noted: the front elevation of plot 58 would face the front elevation of 1 Vendeen Crescent. It is Officer opinion that this is a traditional residential estate layout with two property frontages facing each other on opposing sides of the street which is repeated throughout this development and others across the city. Whilst the proposal will inevitably result in a different relationship with the surroundings for the occupants of 1 Vendeen Crescent when compared to the impact with the consented office development, nonetheless it is Officer opinion that this relationship would not be harmful in nature and would not result in loss of privacy. Furthermore, the separation distance between 1 Vendeen Crescent and the rear elevation of proposed plot 57 is such that the proposal would, in your Officer's opinion, result in limited opportunities for overlooking. Given this, it is considered that the proposal would not result in unacceptable harm to the amenities of the occupants of this property, or any other neighbouring property, through overlooking.
- 8.12 Concerns of the occupants of 1 Vendeen Crescent regarding loss of light to habitable room windows from proposed plots 58 and 59 are noted. In assessing the merits of this application I give due weight to the fact that there is 14 metres separation between these properties and that it does not fail both the 25 and 45 degree light tests as set out in the SPD Design Guide. Given this, whilst the proposal will present a different relationship to that which is approved it does not necessarily follow that this will result in harm from a loss of light to such an extent that the amenities enjoyed by the occupants are compromised.
- 8.13 Concern regarding the overdevelopment of the site and resultant compromised residential amenity has also been raised by the occupants of 1 Vendeen Crescent.

The application site is 3.17 hectares in size and a total of 135 units (including the care units) are proposed, resulting in a density of 42 dwellings per hectare. This is slightly higher than the density of the first phase of the development of approximately 30 dwellings per hectare. The updated NPPF (July 2018) introduces a new Chapter 11 - "Making effective use of land". This chapter builds on some of the core principles in the original NPPF with regard to effective use and sets a range of requirements that policies should include in order to promote the effective use of land. The chapter includes the expected proposal to support higher density housing where it is required. The new NPPF includes a changed approach to determining appropriate densities for new development. The original NPPF required authorities to set out their own approach to housing density to reflect local circumstances. The new NPPF requires that policies and decisions should support development that makes efficient use of land, taking into account issues such as: identified housing need; market conditions and viability; availability and capacity of infrastructure; the desirability of maintaining existing character and setting compared to regeneration/change; and the importance of well-designed attractive and healthy places. It is identified that where there is either an existing or anticipated shortage of housing both policies and decisions should avoid homes being built in low densities to ensure optimal use of land. It is Officer opinion that, whilst the proposal represents a higher density than that on the adjoining site, it is nonetheless an appropriate residential density within a residential suburb and furthermore that the proposal accords with the ethos of the updated NPPF which seeks to make most efficient use of land to aid housing delivery.

Impact on the highway network

- 8.14 The submitted layout has been amended and reflects the feedback of the Highway Authority who raise no objections to the proposal, subject to conditions which are set out on the plans list. The Highway Authority has commented on the proposal as follows:

"The applicant has amended the layout to bring the geometric layout in conformity with the adopted Streetscape design guide. However additional details will be required at the technical approval stage relating to materials and kerbing levels. It should be noted that the turning head adjacent to plot 43 needs to be increased in length to address the refuse vehicle overhang. Details of the future adoption, kerbing and highway drainage are considered to be indicative with detailed discussions to be held post planning as part of the section 38 design check submission.

The application was submitted prior to the adoption of the Streetscape Design guide and its subsequent update, the proposal was also subject to pre application advice. As a result of the changes in policy during the lifetime of this application it is not reasonable to require the applicant to make continual alterations to the proposals as policy evolves and as a result the residential parking provisions do not accord with the current document, but they did comply at the time of the applications submission. The Highway Authority therefore considers that the parking levels provided are acceptable subject to a suitability worded condition requiring the provision of electric vehicle charging facilities within the garages which are to be counted towards the overall parking provision, the details of this are shown on drawing PL03 revision E.

For clarity the parking provision is as follows:

Total Number of spaces required based on current policy = 159

Total Number of garage spaces towards parking provisions = 30

Total external spaces = 134

Total external spaces and all garages 124 + 38 = 162

Care Home = 23 spaces + 3 accessible spaces

Overall the site will generate fewer vehicle trips than the consented office development, but there is a slight change in the AM and PM departure patterns. The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted the Highway Authority concludes that there would not be a severe impact and therefore there are no justifiable grounds on which an objection could be maintained."

- 8.15 I note that some neighbour objection letters have been received on grounds of highway safety, specifically seeking the provision of a roundabout at the site entrance, the impact on the junction further along the carriageway at The Oak Apple, and regarding the suitability of the main road through the estate. Whilst I note these comments in light of the above comments it is considered that the proposal accords with all relevant national and local planning policies with regards to highway safety and there are no reasons to resist this application on highway safety grounds.

Renewable technologies

- 8.16 The submitted proposal proposes to use solar photovoltaic panels to meet the requirements of policy SWDP27. Full details of these panels have not been submitted at this stage and as such it is considered necessary to require the submission of this detail by condition.

Developer contributions

- 8.17 Planning obligations mitigate the impact of development to make it acceptable in planning terms. Obligations should meet the tests that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind. These tests are set out as statutory tests in the Community Infrastructure Levy Regulations 2012 and as policy tests in the National Planning Policy Framework. Obligations should only be sought where they are necessary to make the development acceptable in planning terms and requires a Section 106 Agreement to be entered into. The applicants have agreed to this. The draft Heads of Terms for this 'Agreement' can be found at Appendix 1. This agreement sets out the financial contributions to be made by the developer towards public open space, Community Transport Services and Personal Travel Planning Services for future residents. The agreement sets out the provisions for the affordable housing in accordance with the expectations of the Affordable Housing SPD and the Developer Contributions SPD. It is proposed that 30% of the units will be affordable in nature comprising 18 units for affordable rent (16 extra care apartments and 2 bungalows) and 23 shared ownership units (21 extra care apartments and 2 dwelling houses). This equates to 41 affordable units in total (90% extra care units and 10% dwelling houses). This provision has been assessed by the Housing Team and accords with the expectations of the Affordable Housing SPD.

9. Conclusion

- 9.1 I acknowledge all comments received as part of the consultation process, especially those of local residents and consider all material planning issues have been considered including those of the NPPF including economic, environmental and social, as well as diversity, in the determination of this application.
- 9.2 I am satisfied that adequate and appropriate information has been submitted as part of this planning application in order for an informed decision to be reached.
- 9.3 For the above reasons I consider the application acceptable and should be supported.

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Background Papers: Application P18G0322