

DEVELOPMENT MANAGEMENT COMMITTEE – 28 MARCH 2018

Application Number	3/17/0424/REM
Proposal	Approval of reserved matters for 3/14/0531/OP in respect of appearance, layout, scale and landscaping for the erection of 75 no. dwellings and associated garages, parking, open space and landscaping
Location	Area 3 South Hare Street Road, Buntingford
Applicant	Wheatley Homes Ltd
Parish	Buntingford
Ward	Buntingford

Date of Registration of Application	20 February 2017
Target Determination Date	15 September 2017
Reason for Committee Report	Major planning application
Case Officer	Fiona Dunning

RECOMMENDATION

That planning permission be **GRANTED** subject to the conditions set out at the end of this report.

1.0 Summary

- 1.1 The site benefits from outline consent for approximately 80 dwellings with access approved from Hare Street Road to the north. The principle of development has already been established and is therefore not a consideration in determining this reserved matters application. This report will focus on the reserved matters of scale, layout, appearance and landscaping.
- 1.2 Whilst this reserved matters application is for 75 dwellings, a total of 80 dwellings is proposed on the site but five of these dwellings are subject to a separate full planning application. This is a result of the provision of a new access off Hare Street Road, which could not be considered in the reserved matters application. This new access has

been accepted in principle by the Highway Authority and the full planning application will be submitted in March 2018. The provision of affordable housing is based on 80 dwellings and is consistent with the S106 planning obligations for the outline planning permission.

- 1.3 The development is proposed as a low density, well-landscaped scheme that will respect the character and appearance of the surrounding area. The layout provides good permeability with opportunities to encourage walking and cycling across the site. The scheme includes sustainable drainage and well-designed amenity green space with a play area. The external appearance and scale of the development is also considered to be acceptable, and overall it is considered that the design is of high quality in accordance with national, local, and neighbourhood planning policies.
- 1.4 Parking provision, residential amenity, housing mix, affordable housing provision and drainage matters are all also considered to be acceptable.
- 1.5 A second reserved matters application has been submitted which has a slightly different layout to this application with 6 more dwellings. The difference between the two applications is how Footpath 15 is realigned to meet up with the realigned Footpath 15 that is part of the Taylor Wimpey development on the northern side of Hare Street Road. Both reserved matters applications have the same layout up to Dwelling 57, which is toward the front of the site. The larger scheme has a generous landscape setback to Hare Street Road with Footpath 15 meandering closer to this road. This proposal with 6 fewer dwellings has a much greater setback to provide a more direct Footpath 15 diversion across the site that isn't parallel to Hare Street Road.

2.0 Site Description

- 2.1 The site lies to the east of an approved development at Area 1 south of Hare Street Road, which is currently under construction. It is a greenfield site previously in agricultural use. Land levels rise to the

southeast. To the south and southwest is former agricultural land that has planning permission for housing (Area 2). Further west is existing residential developments (Snells Mead, Plashes Drive and Layston Meadow) with vegetation along the boundary. To the south beyond Area 2 site is Owles Lane, which is a single track country lane with approximately 10 dwellings comprising mostly of bungalows. The boundary to the east is mostly vegetated with an existing tree belt that is approximately 20m wide.

3.0 Planning History

3.1 The following planning history is of relevance to these proposals:-

Ref	Proposal	Decision	Date
3/14/0531/OP	Outline application for approximately 80 houses. All matters reserved except for access	Allowed at Appeal	04.03.2016
3/17/0414/REM	Approval of reserved matters for 3/14/0531/OP in respect of appearance, layout, scale and landscaping for the erection of 86 no. dwellings, associated garages, parking, open space and landscaping.	To be considered at Committee 28.3.18	

4.0 Background to Proposal

4.1 Outline planning permission was allowed at appeal in March 2016 for approximately 80 houses on the site, with all matters reserved except access (3/14/0531/OP). This application is for all reserved matters – layout, scale, appearance and landscaping. The site is known as Area 3 south of Hare Street Road. This reserved matters application is for 75 dwellings and proposes to modify the definitive

route of public footpath 15. The proposal includes housing a mix of 1, 2, 3 and 4 bed units with the provision of 40% affordable.

- 4.2 Another application 3/17/414/REM has also been submitted and is reported to this Committee. There is a further full planning application that relates to both reserved matters applications with respect to 5 additional dwellings on the site. The reason these 5 dwellings are not included in the reserved matters applications is due to the provision of a new access roadway off Hare Street Road, which cannot be included as a reserved matter as only one access was approved as part of the outline permission.
- 4.3 The application has been delayed in being reported to Committee due to procedural matters relating to an additional access, which was not a reserved matter and therefore couldn't be determined under the reserved matters application.

5.0 **Key Policy Issues**

- 5.1 These relate to the relevant policies in the National Planning Policy Framework (NPPF), the adopted East Herts Local Plan 2007, the pre-submission East Herts District Plan 2016, and the Buntingford Community Area Neighbourhood Plan (BCANP):

Key Issue	NPPF	Local Plan policy	Pre-submission District Plan	BCANP Policy
Design, layout, scale, and impact upon residential amenity	Section 7	ENV1	DES1 DES2 DES3 DES4 NE4 CC1 CC2 WAT4	HD2 HD4
Landscaping	Section 7 Section 10	ENV2	DES2	HD2 HD4

Housing mix and density	Section 6	HSG1	HOU1 HOU2 HOU6 HOU7	HD7
Affordable housing	Section 6	HSG3 HSG4	HOU3	HD7
Parking provision	Section 4	TR7	TRA3	T1 T2
Public footpaths	Section 8	LRC9	CFLR3	T3 T4
Surface water drainage	Section 10	ENV21	WAT5	INFRA5
Ecology and biodiversity	Section 11	ENV16	NE3	ES7 ES8

Other relevant issues are referred to in the 'Consideration of Relevant Issues' section below.

6.0 Summary of Consultee Responses

- 6.1 HCC Highway Authority initially recommended refusal on the grounds of insufficient information in respect of a new access road. This part of the application for reserved matters has since been removed from the application along with 5 dwellings and is subject to a separate full planning application. The Highway Authority no longer wishes to restrict the grant of permission subject to two conditions.
- 6.2 Lead Local Flood Authority has no comments. However it advises consultation with the Environment Agency is required to discharge any conditions related to surface water drainage. It also advises that approving final details of the appearance, landscaping, layout and scale prior to the applicant providing a suitable and detailed surface water drainage strategy may compromise the delivering of an efficient drainage scheme.
- 6.3 Environment Agency makes no comment.

- 6.4 EHDC Engineering Advisor comments that the site lies entirely within flood zone 1 and is currently agricultural. There is no drainage assessment or FRA for Area 3 and no submitted plans for SuDS features. Without a drainage assessment it comments that the proposal does not meet the requirements of the NPPF. SuDS measures such as green roofs, swales, bio retention ponds and permeable paving to mitigate flood risk and promote biodiversity and amenity areas.
- 6.5 EHDC Housing Development Advisor comments that the scheme is policy compliant with 40% affordable and an acceptable tenure split. More 2 beds in the rented area and 3 beds in the shared ownership sector for families would be preferable. It would be helpful if the developer could provide wetrooms instead of bathrooms in some of the Lifetime units and bungalows.
- 6.6 EHDC Landscape Advisor recommends consent. The advisor comments that the landscape masterplan, tree protection measures, and landscape drawings are acceptable.
- 6.7 HCC Development Services have no comments – obligations are secured by an existing Section 106 Agreement dated 2nd July 2015.
- 6.8 EHDC Environmental Health Advisor has no objections.
- 6.9 EHDC Operational Services raises concerns that the turning heads and swept path analysis will cause access issues for refuse disposal freighters - mainly in the communal areas where parking is at a premium and residents are likely to park on the roads.
- 6.10 Herts Fire and Rescue Service notes that access for fire appliances and provision of water supplies appears to be adequate.
- 6.11 HCC Historic Environment Unit comments that appropriate mitigation of the impact on archaeology has already been secured by condition on the outline consent.

6.12 HCC Countryside Access Officer is satisfied with the measures to protect footpath 15. The definitive line of each path is preferred to be retained separate from the new estate footways and carriageways. The preference would be for the paths to remain in their historic position undiverted, unless the diversion would offer a demonstrable benefit to path users.

7.0 Buntingford Town Council Representations

7.1 Raise the following concerns:

1. An additional access to Hare Street Road should not be permitted – access was granted under 3/14/0531/OP;
2. Concern over parking provision in relation to the BCANP and avoiding tandem parking wherever possible.

8.0 Summary of Other Representations

8.1 6 letters of representation have been received, raising the following points:

1. Overdevelopment - Buntingford has reached its limit and has already been destroyed;
2. Lack of infrastructure, services, facilities, and public transport;
3. Loss of countryside and harm to historic character of Buntingford;
4. High vehicle ownership will lead to a significant increase in air pollution;
5. Developer has made a mess of the site – rubbish has blown all over the countryside;
6. Density is too high – object to an additional 6 houses;
7. Increase in crime as a result of new developments.

9.0 Consideration of Relevant Issues

Principle of Development

- 9.1 Outline planning permission was granted at appeal in March 2016 for a development of approximately 80 houses, with all matters reserved apart from access. That permission was subject to a time limit that required reserved matters be submitted within 1 year of the decision. These applications for reserved matters were submitted on 20th February 2017.
- 9.2 A number of third party concerns have been raised over the principle and sustainability of the development, and impacts on local services and infrastructure. These matters were considered at outline stage, and in allowing the appeal, the Inspector concluded that the development would be sustainable. These matters will therefore not be considered here; the report will focus on the detailed matters of scale, layout, appearance, and landscaping.

Scale, Layout and Appearance

- 9.3 The site is to be accessed from an approved access from Hare Street Road to the north, and proposes a cul-de-sac form of development with shared surface sections. The overall form is a low density, well-landscaped scheme with green frontages, green amenity space, and substantial landscaped boundaries. It is considered that the layout and design of the site respects the character of the surrounding area, and the rural edge of town character of the site. In allowing the outline consent, the inspector noted that the site had the capacity to accommodate the change to its landscape character.
- 9.4 A wide landscaped buffer is to be retained along the eastern boundary on higher land levels where development would appear unduly prominent in the landscape. The detailed layout therefore follows the indicative masterplan considered by the inspector at outline stage.

- 9.5 In order to further protect the wider landscape visual impact, the Inspector added a condition to restrict the ridge heights of new dwellings to no higher than 117.5 metres AOD across the site. In accordance with this condition, a plan has been submitted which confirms that no new dwelling will exceed this ridge height restriction. This results in single storey bungalows located along the north and eastern edges of the development on higher land levels. Development across the rest of the site is predominantly 2 storey, with some 1.5 storey dwellings.
- 9.6 In terms of appearance, the dwellings are proposed to be constructed with a mix of brick, render, and cladding, with well-designed fenestration, modest porches and dormer windows, and some soldier course, string course, and dentil course detailing. The site has also been designed to minimise crime, and although no response has been received from the Herts Police Crime Prevention Advisor, they commented on the Area 2 application that the developer intends to apply Secured by Design standards across the site, which is welcomed.
- 9.7 No detailed information has been submitted on the sustainability of the new dwellings or carbon reduction measures; however it is noted that there is extensive planting proposed across the site, and the addition of green infrastructure in the layout.
- 9.8 Concerns have been raised by the Council's Waste Services team in respect of the proposed layout and access issues for refuse freighters given the number of cul-de-sacs and turning heads proposed. A Refuse Strategy Plan has been submitted, and amended during the course of the application, and this shows the swept path analysis for refuse freighters, demonstrating that access is achievable. However, this relies on there being no on-street car parking within these cul-de-sacs and turning heads. Waste Services are concerned that parking is likely within these turning heads, especially in connection with the communal areas (apartments) and this is likely to obstruct freighter movements.

9.9 It is acknowledged that access issues could be obstructed by parked cars, but this can occur on any housing development. It is also noted that the layout is similar to that previously approved at Area 1 which is already under construction. Further, waste services has not had regard to the car parking strategy which proposes off-street parking fully in compliance with the BCANP which exceeds standards set out in adopted and emerging district planning policy. Limited harm is therefore carried forward to the overall balance of considerations.

Landscaping

9.10 The scheme is considered to be well-designed with extensive green frontages and green amenity spaces. Detailed landscape and planting drawings have been submitted, and no objection has been raised by the Landscape Officer. Some tree works are proposed along the boundaries, particularly the Hare Street Road boundary to enable access and adequate visibility. However adequate screening will remain in order to respect the semi-rural character of the site, and the Hare Street Road approach into Buntingford. Additional planting is proposed along the boundaries to reinforce existing tree screens, with tree planting also proposed within the site. It is considered that the landscaping scheme represents high quality design in accordance with national, local, and neighbourhood planning policy.

9.11 This scheme differs from the other scheme with additional dwellings in the first block at the entrance from Hare Street Road, on the western side. This scheme has landscaping rather than additional dwellings. However, both schemes are considered to provide suitable landscaping and therefore both applications are recommended for approval.

9.12 It is noted that in allowing the outline consent, the inspector had regard to illustrative plans that have informed the detailed layout now proposed, and commented that "there will be well-designed landscape proposals with extensive open space, useable by new and existing residents, including the LEAP".

- 9.13 A substation is proposed towards the southern end of the site between plots 17 and 29. The substation sits within a landscaped area and will have a similar appearance to a garage.

Housing Mix and Density

- 9.14 No particular concerns have been raised over the mix of housing proposed. Nonetheless, consideration is given to the adopted Neighbourhood Plan and emerging policy HOU1. The mix is proposed as follows with reference to Table 14.1 of the emerging District Plan:

Market	Number of units	Percentage of units	SHMA Percentage	Difference
1 bed flat	0	0%	6%	-6%
2 bed flat	0	0%	7%	-7%
2 bed house	15	31%	12%	+19%
3 bed house	33	69%	46%	+23%
4 bed house	0	0%	23%	-23%
5+ bed house	0	0%	6%	-6%
TOTAL	48	100%	100%	0%

Affordable	Number of units	Percentage of units	SHMA Percentage	Difference
1 bed flat*	9	28%	19%	+9%
2 bed flat	4	13%	11%	+2%
2 bed house	9	28%	29%	-1%
3 bed house	10	31%	34%	-3%
4+ bed house	0	0%	7%	-7%
TOTAL	32	100%	100%	0%

*3 of the 1 bed affordable units are proposed as bungalows, rather than flats. There is no requirement in the SHMA for 1 bed affordable houses, but are welcomed as bungalows for those in need of accessible accommodation.

- 9.15 It is noted that there is a predominance of 2 and 3 bed market houses and insufficient 4 bed units in particular. However, regard is had to application 3/17/0073/REM at Area 2 which includes an excess of 4 bed units, and insufficient 3 beds. It is considered that although there are some discrepancies with the latest SHMA evidence, the mix proposed is not unduly biased, and there is an overall balance.
- 9.16 In terms of density, this is proposed at approximately 13-14 dwellings per hectare which is low, but is considered to be appropriate given the edge of town location and rural nature of the site and surroundings. This density also allows for a well landscaped scheme that assists in mitigating the visual impact of the development.

Parking Provision

- 9.17 Parking standards for both the existing and emerging local plans is set out at the end of this report. Regard is also had to Policy T1 of the BCANP which requires 1.5 spaces for 1 bed units and then a space per bedroom for larger units.
- 9.18 Policy TR1 states that garages will be acceptable as a parking space provided its internal dimensions are at least 3 metres by 6 metres. The garages proposed in this application all comply with this requirement, which is welcomed, as it enables space for storage as well as practical space for modern vehicles.
- 9.19 Parking has been fairly allocated across the site, with no notable deficiencies for the social housing element.
- 9.20 Policy TR1 only permits tandem parking where there is no suitable alternative. In this case a number of units are proposed with tandem parking in front of garages which is in conflict with this BCANP policy. Whilst it is acknowledged that this tandem parking can result in some additional off-street parking to avoid the need to shunt vehicles, more than adequate parking provision is proposed in this application, and the impact is not considered to be harmful.

There are also benefits in some tandem parking in reducing the extent of hard surfacing across site frontages. Nonetheless this policy conflict weighs against the proposal.

- 9.21 Overall it is considered that adequate parking provision is proposed in this application and is generally in accordance with the existing and emerging local policy, and neighbourhood policy.

Footpaths and Connections

- 9.22 Footpath 15 crosses the northern part of the site in an east-west direction. It is proposed to divert the line of this footpath further north to enable development to sit closer to Hare Street Road. The Rights of Way team welcomes the proposal to separate the public footpath and estate roads and footpaths and would prefer the existing footpath not be diverted unless there is demonstrable benefit to path users. The team however have not objected to the diversion. Tactile paving is proposed at each crossing point and the Highway Authority has also indicated its approval of this aspect of the proposal. The diversion of the footpath also provides a better link the diverted footpath on the Taylor Wimpey development on the northern side of Hare Street Road.

- 9.23 The layout also includes pedestrian and cycle links to Area 2 to the southwest of the site, which connects to Snells Mead to the west, footpath 15, and an existing play area. These connections therefore encourage walking and cycling, and represent high quality, sustainable design.

Affordable Housing

- 9.24 The provision of 40% affordable housing was agreed at outline stage and formed part of the signed Section 106 Legal Agreement. This comprised 75% social rented and 25% shared ownership in accordance with adopted planning policy. The Legal Agreement requires the developer to submit an Affordable Housing Scheme prior to the commencement of development, and this shall include

details on the number, size, location and tenure of the affordable units.

- 9.25 This information has been provided within this application, and is deemed to be acceptable. The Council's adopted Affordable Housing Supplementary Planning Document states that for sites proposing 30 or more units, affordable housing should not be provided in groups exceeding 15% of the total, or 25, whichever is lesser. Generally the proposal meets this advice and no objection has been raised by the housing development advisor.
- 9.26 Lifetime Homes are also proposed across the site comprising a mix of market and affordable units. The housing development advisor indicates a preference for more 2 beds in the rented area and 3 beds in the shared ownership sector and wetrooms. The applicant has advised that it will not be possible to change the mix or provide wetrooms, but has provided showers instead of baths for some lifetime homes and bungalows. The comment from the housing development advisor is not an objection but a preference. The applicant has reviewed this request for changing the mix of tenure for the 2 and 3 bed units but has not agreed to amend the plans.

Residential Amenity

- 9.27 The main impact from development at Area 3 is on dwellings that front onto Hare Street Road towards the north of the site. The closest dwelling is No. 74 Hare Street Road, which is adjacent to the dwellings that are the subject of a separate full planning application. While these do not form part of the reserved matters application, it is not considered that there will be any significant impact on the occupants of No. 74 due to the orientation of the dwellings and locations of windows and the landscaping buffer between No. 74 and the proposed development.
- 9.28 A full assessment will be undertaken when the full planning application for Plots 76 – 80 is assessed. The other dwellings that are part of the reserved matters application are not considered to have any significant impact due to the distance, landscape buffer

and the orientation. Obviously, overall there will be an impact on the outlook from existing dwellings as they will view a housing development rather than agricultural land, but this was assessed at the outline application stage.

- 9.29 There is not likely to be any impact on 1 – 4 Mill Cottages due to the distance of 74 metres and the landscaped buffer.
- 9.30 In respect of relationships within the site, it is considered that there is adequate spacing between dwellings for future occupants to have appropriate amenity within dwellings and in private outdoor amenity space, which provided in accordance with both local and neighbourhood planning policies. First floor flank bathroom windows may result in overlooking and therefore a condition is proposed requiring flank bathroom windows to have obscured glazing and be fixed shut to 1.7m above floor level.

Drainage

- 9.31 No specific drainage proposals and assessments have been put forward for this part of the site; however a full drainage assessment is a requirement of the outline permission. Concerns have been raised by the Lead Local Flood Authority that approving final details of the appearance, landscaping, layout and scale prior to the applicant providing a suitable and detailed surface water drainage strategy may compromise the delivering of an efficient drainage scheme. However, having regard to the submitted information, including the indicative landscaping and masterplans, an appropriate drainage scheme can be delivered in the context of the submitted layout. It would be unreasonable to require a full detailed strategy at this stage.

10.0 Other Matters

- 10.1 The majority of the concerns raised by objections have either been considered as part of the outline planning permission. The additional houses are not considered to create a significant increase in density and the inspector did not specify 80 dwellings or up to 80 dwellings but approximately. Therefore there was no upper limit and the constraints of the site would determine the upper limit.
- 10.2 With respect to the rubbish, objectors should either contact the developer directly or the Council to ensure that any waste generated on the site is stored securely to prevent it from moving off-site.

11.0 Conclusion

- 11.1 The principle of a residential development of this site has already been established; this application solely considers the scale, layout, appearance and landscaping details of the development. Overall the details submitted are considered to result in a high quality design that will respect the character and appearance of the area.
- 11.2 Some deficiencies have been identified in the provision of some tandem car parking in conflict with the BCANP; however, given the overall high levels of car parking provision (in excess of adopted and emerging parking standards), it is not considered the impact of this policy conflict weighs heavily in the overall balance.
- 11.3 Potential issues have also been identified by Waste Services in respect of access and turning for refuse freighters which may be restricted by parked vehicles. Given the overall high levels of parking provision, and the similar details approved at Area 1, it is not considered that this issue holds significant weight.

- 11.4 Overall it is considered that the spacious and green character to the layout weighs significantly in favour of the scheme, combined with the landscaped buffer to the east and other well landscaped amenity spaces. The proposal also makes adequate provision for affordable housing, and connections and permeability. The proposal is not considered to result in any significant harm to amenity of existing residents, and will protect users of the existing public footpath that crosses the site, albeit with a proposed diversion.
- 11.5 The benefits of the scheme are considered to outweigh the identified BCANP policy conflicts, and the application is therefore recommended for approval subject to the conditions set out below.

Conditions

1. Approved plans (2E10)
2. Materials of construction (2E11)
3. Boundary walls and fences (2E07)
4. The proposed window openings of bathrooms in the upper floor flank elevations shall be fitted with obscured glazing and fixed shut to a height of 1.7m above floor level and shall be permanently retained in that condition.

Reason: To safeguard the privacy of occupiers of the adjoining property, in accordance with policies ENV1 and ENV5 of the East Herts Local Plan Second Review April 2007.

5. Landscape works implementation (4P13)
6. Before the development hereby approved is first occupied, all on site vehicular areas, including (but not limited to) internal access roads, forecourts, garages, carports and external parking spaces, shall be accessible, surfaced, marked out (where applicable) and fully completed in accordance with the submitted drawing 17731/2002F and carried out in a manner to the Local Planning

Authority's approval. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: So as to ensure satisfactory parking of vehicles outside highway limits and to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

7. All carriageway and footway visibility splays at internal road junctions and individual dwelling accesses, as shown on drawing number 17731/2002F shall be in place before first occupation of the dwelling and maintained in perpetuity. Within these splays there shall be no obstruction to visibility between 0.6 metres and 2.0 metres above the footway level.

Reason: To provide adequate visibility for drivers entering or leaving junctions and accesses within the site.

Informatives

1. Other legislation (01OL)
2. Public rights of way (18FD)
3. Street naming and numbering (19SN)
4. This decision notice should be read with the outline planning permission dated 4th March 2016, reference 3/14/0531/OP, and you are reminded that the conditions attached to that permission apply to this development.

Summary of Reasons for Decision

East Herts Council has considered the applicant's proposal in a positive and proactive manner with regard to the policies of the Development Plan; the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England)

Order 2015 (as amended). The balance of the considerations having regard to those policies is that permission should be granted.

KEY DATA**Residential Development**

Residential density	13 units/Ha	
	Bed spaces	Number of units
Number of existing units demolished	0	
Number of new flat units	1	9
	2	4
	3	0
Number of new house units	1	0
	2	24
	3	43
	4+	0
Total		80*

***Note: Total number of units includes the 5 dwellings that are subject to full planning application but form part of the overall site.**

Affordable Housing

Number of units	Percentage
32	40%

Residential Vehicle Parking Provision

Current Parking Policy Maximum Standards (EHDC 2007 Local Plan)

Parking Zone		
Residential unit size (bed spaces)	Spaces per unit	Spaces required
1	1.25	11.25
2	1.50	42
3	2.25	96.75
4+	3.00	0
Total required		150

Proposed provision		205*
--------------------	--	------

***Note: Total number of units includes spaces for the 5 dwellings that are subject to full planning application but form part of the overall site.**

Emerging Parking Standards (endorsed at District Plan Panel 19 March 2015)

Parking Zone		
Residential unit size (bed spaces)	Spaces per unit	Spaces required
1	1.50	13.5
2	2.00	56
3	2.50	107.5
4+	3.00	0
Total required		177
Accessibility reduction	75-100%	
Resulting requirement		132.75-177
Proposed provision		205*

***Note: Total number of units includes spaces for the 5 dwellings that are subject to full planning application but form part of the overall site.**

Legal Agreement - financial obligations

No financial contributions are requested as this is an application for reserved matters. All contributions have been sought through the outline consent.