

5b 3/12/1632/FO – Demolition of existing police station buildings and construction of 90 residential flats and 36 houses, 80 bed hotel, 60 bed nursing home, 2 retail units together with underground and off street parking (variation of approved conditions of consented application 3/09/1728/FP to allow amended layout) at Hertford Police Station, Ware Road, Hertford, SG13 7HD for Barratt Homes North London

Date of Receipt: 10.10.2012

Type: Full - Major

Parish: HERTFORD

Ward: HERTFORD – KINGSMEAD

RECOMMENDATION:

That, subject to a deed of variation in respect of the Unilateral Undertaking dated 19th August 2011 to ensure that its requirements are properly related to this proposal, planning permission be **GRANTED** subject to the following conditions:

1. The development to which this permission relates shall be begun by 6th September 2014.

Reason: To comply with the original three year time limit in respect of the permission granted on appeal under ref 3/09/1728/FP in accordance with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. Approved plans (2E10)
3. No development shall take place until details and samples of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the appearance of the development, and in accordance with policy ENV1 of the East Herts Local Plan Second Review April 2007.

4. No development shall take place until details of refuse storage and collection have been submitted to and approved in writing by the local planning authority. No building shall be occupied until the refuse facilities to serve it have been provided in accordance with the approved details, and those facilities shall be retained thereafter.

Reason: In the interests of amenity, in accordance with policy ENV1 of the East Herts Local Plan Second Review April 2007

5. In this condition “retained tree” means an existing tree or hedge on the site, unless shown to be removed in accordance with the approved plans and particulars; and paragraphs (i) and (ii) below shall have effect until the expiration of 5 years from the date of first occupation of the buildings for their permitted uses. i) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with plans and particulars which have been submitted to and approved in writing by the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work); ii) if any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority; iii) the erection of fencing for the protection of any retained tree shall be undertaken in accordance with details to be submitted to and approved in writing by the local planning authority before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written approval of the local planning authority.

Reason: To ensure the continuity of amenity afforded by existing trees and hedges, in accordance with policies ENV2 and ENV11 of the East Herts Local Plan Second Review April 2007.

6. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. These details shall include:- means of enclosure and boundary treatment; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, signs, lighting etc); planting plans; written specifications, including cultivation and other operations associated with plant and grass establishment; schedules of plants, noting species, planting sizes and numbers/densities where appropriate; and a programme of implementation. All hard and soft landscaping works shall be carried out in accordance with the approved details prior to the occupation of any part of the development, or in accordance with the programme of implementation agreed with the local planning authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become

seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.

Reason: To ensure the provision of amenity afforded by appropriate landscape design, in accordance with policies ENV1, ENV2 and ENV11 of the East Herts Local Plan Second Review April 2007.

7. No development shall take place until details of a sustainable drainage system in accordance with the principles set out in Annex F of PPS2S (or any subsequent version) have been submitted to and approved in writing by the local planning authority. The details shall i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters, and ii) include a timetable for its implementation; and provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. No building hereby permitted shall be occupied until the sustainable drainage scheme related to it has been completed in accordance with the submitted details and to the agreed timetable of implementation. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: In the interests of the management of surface water flows and in accordance with Policy ENV21 of the East Herts Local Plan Second Review, April 2007 and national planning policy guidance set out in section 10 of National Planning Policy Framework.

8. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved, in writing, by the local planning authority: i) A preliminary risk assessment which has identified: all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; potentially unacceptable risks arising from contamination at the site; ii) a site investigation scheme, based on i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site; iii) the site investigation results and the detailed risk assessment ii) and, based on these, an options

appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken, and iv) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until an amendment to the remediation strategy has been submitted to and agreed in writing by the local planning authority, detailing how this unsuspected contamination shall be dealt with. Development shall thereafter proceed in accordance with the approved amended details.

Reason: To minimise and prevent pollution of the land and the water environment and in accordance with national planning policy guidance set out in section 11 of the National Planning Policy Framework.

9. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for: i) the parking of vehicles of site operatives and visitors; ii) loading and unloading of plant and materials; iii) storage of plant and materials used in constructing the development; iv) the erection and maintenance of any security hoarding including decorative displays and facilities for public viewing, where appropriate; v) wheel washing facilities; vi) measures to control the emission of dust and dirt during construction, vii) a scheme for recycling/disposing of waste resulting from demolition and construction works, and viii) measures to detect the presence of any protected species during demolition and site clearance, and methods of protection/re-location of any species found.

Reason: In the interests of highway safety and amenity.

10. No development shall take place until details of cycle parking facilities have been submitted to and approved in writing by the local planning authority. No building shall be occupied until the cycle facilities serving it have been provided in accordance with the approved details, and they shall thereafter be retained for their intended purpose unless otherwise agreed in writing by the local planning authority.

Reason: To encourage the use of cycles as means of transport, in accordance with policies TR13 and TR14 and Appendix II of the East

Herts Local Plan Second Review April 2007

11. No building hereby approved shall be occupied until the access roads and parking areas associated with it have been provided in accordance with the details shown on the approved drawings, and thereafter retained for their intended purpose. Parking spaces shall be occupied in accordance with a parking management plan which has been submitted to and approved in writing by the local planning authority.

Reason: To ensure that adequate vehicular and pedestrian access is provided to serve the development, in accordance with policy TR2 of the East Herts Local Plan Second Review April 2007

12. No development shall take place until plans showing visibility splays at the points of access to Ware Road and Stanstead Road, along with a programme for their provision, have been submitted to and approved in writing by the local planning authority. The splays shall be provided in accordance with the approved details and programme, and thereafter maintained within the site clear of obstruction between 600 and 2000mm above carriageway level.

Reason: To provide adequate visibility of pedestrians for drivers leaving the site.

13. No development shall take place until the appellants, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

Reason: To secure the protection of and proper provision for any archaeological remains in accordance with policies BH2 and BH3 of the East Herts Local Plan Second Review April 2007.

14. No dwelling hereby approved shall be occupied until noise control measures have been carried out in accordance with document reference RSK/BRI/P110239/Rev 01, Environmental Noise survey dated 9 September 2009.

Reason: In the interests of amenity, in accordance with policy ENV1 of the East Herts Local Plan Second Review April 2007

15. No building hereby approved shall be occupied until bat roosts and nesting boxes related to it have been installed in accordance with

3/12/1632/FO

details submitted to and approved in writing by the local planning authority.

Reason: To protect the habitats of bats which are a protected species under the Wildlife and Access to the Countryside Act 1981, and in accordance with Policy ENV16 of the East Herts Local Plan Second Review April 2007.

16. No development shall take place until details of pedestrian crossings shown on the approved drawings have been submitted to and approved in writing by the Local Planning Authority. The crossings shall be constructed in accordance with the approved details before occupation of any building served by the road on which they are located.

Reason: To ensure that adequate pedestrian access is provided to serve the development, in accordance with policy TR2 of the East Herts Local Plan Second Review April 2007

Directives:

1. Other Legislation (010L)
2. Street name and numbering (19SN)

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 saved policies of the Hertfordshire County Structure Plan, Minerals Local Plan, Waste Core Strategy and Development Management Policies DPD 2012 and the 'saved' policies of the East Herts Local Plan Second Review April 2007 and in particular policies SD1, SD2, HSG1, HSG3, HSG4, HSG7, STC6, TR1, TR2, TR3, TR7, TR14, ENV1, ENV2, ENV3, ENV4, ENV9, ENV11, ENV16, ENV21, LRC3 and LRC10); the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012. The balance of the considerations having regard to those policies and the permission granted under ref: 3/09/1728/FP is that permission should be granted.

Please note that under new regulation 11D of the Town and Country Planning (fees for applications and deemed applications) (amendment) (England) Regulations 2008, a fee is chargeable of £85 per request (or £25 where the related permission was for extending or altering a dwelling house) for the discharge and/or confirmation of compliance with a condition. To avoid any unnecessary cost we would recommend that you submit all the required

information for discharge of conditions in one application as the fee is payable per request.

_____ (163212FP.TA)

1.0 Background:

- 1.1 The application site is located to the east of Hertford town centre, as shown on the attached OS extract. The site is bounded to the north by Ware Road (A119); to the south by Stanstead Road (B1502); to the east by the rear gardens of properties on Burleigh Road; to the south-east by Wheatcroft Primary School and Kingsmead Nursery School; and to the west by a Community Day Centre.
- 1.2 Members may recall that planning permission was granted, on appeal, on 6 September 2011 under Ipa 3/09/1728/FP for the demolition of the existing police station buildings and the construction of a new mixed use development comprising 90 residential flats, 36 houses, 80 bed hotel, 60 bed nursing home, 2 retail units and nursery, together with underground and off street parking for 258 cars and 107 cycle spaces. The permission was granted subject to conditions and financial contributions for: £73,000 for Sustainable Transport Schemes, £210,400 for Primary Education, £163,093 for Secondary Education, £11,215 for Childcare Services, £15,882 for Libraries, £11,237 for Children and Young People, £29,445 Nursery Education, £76,085 for Outdoor Sports Facilities and £3,277 for Youth Services. The accompanying legal agreement also secured fire hydrants and the provision of 25 affordable dwellings.
- 1.3 The current position on site is that the buildings have been demolished. However, this application proposes to vary the approved plans condition of permission 3/09/1728/FP (a 'minor material amendment') and seeks to make a number of changes to the detailed design of buildings, parking layout and amenity areas. As this is an application to vary an extant permission, the application site boundary includes the entire site, although the hotel and nursing home previously approved are not proposed to be altered as part of this application.

2.0 Site History:

- 2.1 Application ref 3/09/1928/FP for the demolition of the existing police station buildings and the construction of a new mixed use development comprising 90 residential flats, 36 houses, 80 bed hotel, 60 bed nursing home, 2 retail units and nursery, together with underground and off

3/12/1632/FO

street parking for 258 cars and 107 cycle spaces was originally refused by the Council on the grounds that it failed to meet the sequential test for the retail store and hotel; failed to provide adequate parking; and failed to make adequate financial provision for highways improvements and affordable housing.

2.2 However, the proposal was granted on appeal on 6 September 2011 (subject to a unilateral undertaking under s.106 of the Act in respect of affordable housing and the required financial contributions) as set out above.

3.0 Consultation Responses:

3.1 The Planning Obligations Unit comment that as no amendments are made to the access, number of units, mix or tenure, there are no implications from the original permission.

3.2 Hertfordshire Highways comment that very minimal changes have been made to the highways elements of the proposals. As such, no objections are raised subject to the original schedule of conditions as set down by the Inspector as part of the previous appeal decision.

3.3 Hertfordshire Biological Records Centre comments that the surveys concluded that although bats were not roosting on the site and that reptiles were unlikely to be present, breeding birds are likely to be present. They recommend that a condition be imposed to ensure that removal of shrub only take place during September-February, or be undertaken with the presence of an ecologist.

3.4 The Environment Agency have no comments to make but they seek the imposition of previous conditions 7 and 8.

3.5 The County Archaeologist Section comment that as the changes are minor they have no specific comments.

3.6 The Councils Housing Development Unit comment that there are 25 affordable housing units with one more 3 bed than the original S106. They raise concern with the position of the kitchen in the 3 bed units, as you have to walk through to gain access to the lounge.

3.7 The Councils Landscape Section raised no objection.

3.8 The Councils Environmental Health Unit does not wish to restrict the grant of permission.

3/12/1632/FO

3.9 Affinity Water have commented that the site lies within the groundwater Source Protection Zone of Port Hill Pumping Station and that works should be done in accordance with the relevant British Standards and Best Management Practices.

3.10 At the time of writing this report, no comments have been received from the Architectural Liaison Officer, Hertfordshire Fire and Rescue, Thames Water, EDF Energy Networks, East Herts Footpath Society, The Countryside Access Officer, or the Passenger Transport Unit. Any additional response will be reported to members at the committee meeting.

4.0 Town Council Representations:

4.1 Hertford Town Council has made the following comments:

'Members of the Committee were implacably and fundamentally opposed to this application, as approved, including as it does an unnecessary hotel, nursing home and retail units, and although the current application merely sought a variation of approved plans, the Committee wished to object.'

5.0 Other Representations:

5.1 The application has been advertised by way of press notice, site notices and neighbour notification.

5.2 10 letters of representation have been received raising the following comments:

- Overdevelopment of site.
- Will create traffic congestion and accidents. Danger to school children.
- Insufficient parking.
- Increased pressure of schools. Classes in schools already very large.
- Local GP's and healthcare services cannot cope with strain.
- Removal of cycle spaces unacceptable – travel plan is not sustainable.
- Concern of hotel and nursing home. No need for hotel or retail units.
- Hotel near school unacceptable.
- Increased noise and atmospheric pollution.
- Unsightly development, out of keeping.

3/12/1632/FO

- Developer has not engaged in consultation with residents.
- Inappropriate in residential area.
- Poor introduction to Hertford.
- Increased overlooking due to loss of landscaping.
- Increased window surface area and increase in number of balconies overlooking Ware road.
- Blockage of sunlight.
- Block 1 not in keeping with housing on Ware Road and;
- Changes are an improvement with more open space and gardens for the houses.

6.0 Policy:

6.1 The relevant 'saved' Local Plan policies in this application include the following:

SD1	Making Development More Sustainable
SD2	Settlement Hierarchy
HSG1	Assessment of Sites not Allocated in this Plan
HSG3	Affordable housing
HSG4	Affordable housing Criteria
HSG7	Replacement Dwellings and Infill Housing Development
TR1	Traffic Reduction in New Developments
TR2	Access to New Developments
TR3	Transport Assessments
TR7	Car Parking – Standards
STC6	Out-of-Centre and Out-of-Town retailing
ENV1	Design and Environmental Quality
ENV2	Landscaping
ENV3	Planning Out Crime – New Development
ENV4	Access for Disabled People
ENV9	Withdrawal of Domestic Permitted Development Rights
ENV11	Protection of Existing Hedgerows and Trees
ENV16	Protected Species
ENV21	Surface Water Drainage
LRC3	Recreational Requirements in New Residential Developments
LRC10	Tourism

6.2 In addition, the National Planning Policy Framework is relevant.

7.0 Considerations:

7.1 The principle of the development has already been accepted with the

grant of application 3/09/1728/FP subject to conditions and a legal agreement. There is a need to repeat those same conditions here and to ensure that the legal agreement is amended to refer to this application. Other than that, the proposal is substantially the same as previously approved.

7.2 The application seeks to make changes to the development as follows:

- Removal of the children's nursery;
- The 12 dwellings fronting Ware Road now have their front elevations facing the road with parking contained within the rear garden areas instead of 'on street' to the rear as previously approved;
- The 24 dwellings are now provided in 4 terraces rather than 2 and are of a different design. The parking and landscaping in this area also changes;
- Design changes are made to Blocks 1 and 2. Block 2 is smaller than the approved block in footprint (Block 1 still mirrors the approved footprint); and
- Affordable housing is now proposed within Block 1, with separate access.

7.3 Government guidance on *Greater Flexibility for Planning Permissions* (DCLG, 2009) states that "a minor material amendment is one whose scale and nature results in a development which is not substantially different from the one which has been approved." In this case the resulting development will not be substantially different in scale or nature to the development previously approved and the proposal is therefore considered to be acceptable as a minor material amendment, considered through the variation of condition process.

7.4 In respect of the changes to the two blocks of flats, the layouts proposed largely reflect that already approved and would ensure that the buildings have an acceptable relationship with the street scene and internally with other buildings. The design concept is more traditional than was previously the case. The fenestration is generally of consistent patterning but has variation in its treatment, with differences in window style and use of projecting balconies. Materials are proposed as mainly brick with off white render in places and a natural slate roof.

7.5 In respect of Block 1, the design ensures that the building would not appear unduly prominent or harmful to the wider character and appearance of Ware Road. It would be no closer to Ware Road than previously approved and the length of the frontage has been slightly

reduced from 48.0m to 47.0m. In terms of height, varying ridge heights have been negotiated with the developer, with the gable at the turning point of the building (adjacent to the Ware Road entrance) raised highest to reflect the prominent junction. As was the case with the previous approval, the ridge and eave heights are markedly lowered at the other end of the block. The overall height of the building is no higher than previously approved. The varied ridge height, use of different window designs and the incorporation of balconies within the elevation helps to fragment the block and avoids a repetitive design.

- 7.6 The east elevation of Block 1 has also been re-designed. The eave height to the north side of the elevation has been raised and the fenestration and detailing has changed. As was previously the case, there is a set back in the façade to break up the elevation, and the ridgeline to the south side of the elevation is lower than the remainder. There would be no increase in either the overall height of the elevation or the width of the elevation in relation to what was previously approved. The west elevation is more notably different and incorporates a traditional pattern of fenestration with dormers breaking the eaves. As with the previous application, the elevation is set down from the main frontage elevation to Ware Road and would be largely obscured from public view behind the approved nursing home. There is a simplicity and rhythm to this elevation that is reflective of the more traditional design approach. Furthermore, the gable end has been replaced with a hipped roof, which would help to reduce the bulk and imposition of this elevation when viewed from Ware Road.
- 7.7 Turning to the rear (south) elevation of Block 1. Officers raised concerns with the initial plans which indicated a large flat roof to part of the elevation. The introduction of visible flat roof elements was something that was avoided on the previous application. Whilst often a necessary design feature on large buildings, it was considered that the introduction of a visible flat roof was inappropriate and would appear bulky and incongruous in relation to the remainder of the elevation. To address this, amended plans have split this section of the elevation to create two pitches with an interlocking eave. The central part of the elevation is recessed, which serves to split the elevation in half, breaking up the massing. The dropped eave and the variation in materials between ground and first floors also reinforces this effect and is best appreciated in the 3D visualizations provided in support of the scheme. Officers are content that this elevation, not visible in Ware Road, is of an acceptable design and appearance.
- 7.8 In respect of Block 2, formerly Block D. This building also broadly reflects the form, layout and massing of the previously approved

scheme. However, the building has been reduced in size at its south west side, with the result being to increase the separation distance between Block 2 and the approved hotel.

- 7.9 The building reflects the more traditional design exhibited in Block 1, with balanced elevations of simple rhythm yet incorporating a mix of materials, varying fenestration and architectural detailing to add interest and break up massing. As with Block 1, there would be no overall increase in the height of the building. Officers did originally raise concern with the side elevations, both of which revealed a large and imposing flat roof. Amended plans have removed these and adopted dual pitch elevations to mimic the previous approval. The amended elevations are a significant improvement in Officer's view, offering reasonable articulation and interest whilst respecting the approved scale of the building. The building is internal within the site and as such, its relationship with adjoining buildings is the key consideration. The separation distance between Block 2 and Block 1 remains as was approved and the distance to the hotel to the south (formerly Block A) has been increased. Overall, Officer's are content that the building has an acceptable design and relationship with the adjacent buildings.
- 7.10 In respect of the changes to the twelve dwellings fronting Ware Road, these are considered to make relatively minor but notable improvements to the dwellings. The dwellings now front onto Ware Road, and have clearly defined front and rear elevations which in Officers view better respect the pattern of development within the wider area and compliment the existing street scene. The amount of private rear amenity space remains acceptable. The dwellings remain of the same height and width as was previously approved. Units 1-10 are now provided with two allocated on-plot parking spaces instead of on street car parking. This is considered to provide a secure and well-designed alternative to the previous scheme. Overall, the changes to these dwellings are considered to retain the size, scale and ethos of the previous approval whilst improving the design, legibility and security of this part of the development.
- 7.11 The changes to the 24 market houses relate to height, external appearance and parking layout. The dwellings are now provided in 4 terraced runs of 6 dwellings rather than 2 terraces of 12 units. Materials look to reflect the more traditional style exhibited in Block's 1 and 2 and the dwellings fronting Ware Road. Front and rear build lines reflect what was previously approved and garden sizes remain the same. The maximum ridge height of the dwellings has been raised from 9.5m to 10.9m to allow for a fully appointed second floor. The ridgelines stagger to reflect the slight rise in ground levels towards the rear/south side of

3/12/1632/FO

the site. The central landscaped parking and amenity area is retained, and the dwellings are now served by a single allocated parking space rather than open spaces.

- 7.12 It is considered that the properties are of an appropriate layout, and that the revised design of the properties is acceptable and in keeping with the locality. Breaking the terraces into four blocks helps to improve access to the rear and avoids monolithic blocks. With respect to the key difference – that of the increased height, Officers are conscious that the dwellings are contained within the site and are a minimum distance of 35m from the highway boundary with Ware Road. At 10.9m in height, the dwellings would be only 0.4m higher than the dwellings fronting Ware Road. Although there is a slight rise in ground levels towards the rear/south side of the site, it is not expected that the additional height would give rise to the dwellings appearing unduly prominent in Ware Road or towering over those dwellings fronting this streetscene. Slab levels provided show the rise in levels to be gradual and moderate. As such, Officers are content that the additional height can be absorbed within the development site without undue prominence or imposition either in the immediate or wider context.
- 7.13 The removal of the children's nursery and other minor changes to parking layout, open space and landscaping across the site would still ensure a high quality layout of development. With regard to Blocks 1 and 2, one parking space is retained per unit, plus 11 unallocated spaces for visitors. Overall, the same number of total spaces is provided as previously approved. The main change in relation to car parking spaces relates to the 24 market dwellings. Although there was no allocation of car parking spaces previously, there was provision for 2 spaces per dwelling. In terms of specific allocation for these dwellings, the no. of car parking spaces has been reduced from 2 per dwelling to 1 per dwelling. Two of the end units (No's 24 and 26), are provided with an extra allocated space, making the total number of allocated car parking spaces 26 for the 24 dwellings.
- 7.14 It should be noted that whilst the number of spaces are reduced for the 24 market dwellings, the number of spaces proposed for the dwellings fronting Ware Road has been increased. These dwellings are each now provided with 2 spaces. As such, the total number of car parking spaces for these 3 and 4 bed residential dwellings is 50.
- 7.15 Whilst this figure is some way short of the Council's maximum parking standards for 3 and 4 bed dwellings, it should be noted that maximum parking standards are designed to promote the use of sustainable transport, enable schemes to fit into urban sites, promote linked trips

and access to development without the need for parking. Furthermore, the site is already in a sustainable location with good access to public transport and the planning obligation imposed upon the development also seeks to provide improvements to sustainable transport services, bus stops and a green travel plan.

- 7.16 In addressing any resulting shortfall in parking directly, the revised layout would allow for tandem parking for each market dwelling, increasing the potential number of spaces to 2 per dwelling. Officers expect this to occur should a shortfall be realised. Should tandem on-plot parking occur, this would return a net increase in car parking for the development compared to the previous scheme. I also note that parking is unrestricted on Ware Road and could provide for overflow parking.
- 7.17 In light of the above assessment, and having regard to the fact that County Highways have not objected to the revised parking layout, Officers are content that the parking provision for the scheme remains acceptable.
- 7.18 In terms of landscaping, a high quality hard and soft landscaping scheme would remain subject to agreement with the LPA through condition. Layout plans indicate an increase in soft landscaping as a result of the loss of the nursery and in relation to the 24 market dwellings, where additional planting is proposed directly to their frontage beneath ground floor windows. Raised landscape planters are proposed to the front of these dwellings to add greenery and improve the definition between plot boundaries and the road. On plot parking has been increased. Overall, the buildings would remain in the same plot positions as previously approved and Officers are content that an attractive and high quality landscaping scheme can still be provided.
- 7.19 With regard to the levels of amenity that the amended development will provide for future occupiers and to the impact upon the amenities on neighbouring properties to the site, Officers consider that there will be no unacceptable impact. The residential units continue to provide good standards of accommodation. The main impact on surrounding occupiers would arise from the increase in the height of the 24 market dwellings from 9.5 to 10.9m. However, the separation distance between these dwellings and nearby occupiers is significant. Where the dwellings are reasonably close to the boundary of the site, as is the case to the southern boundary with Kingsmead Nursery School and Wheatcroft Junior School, the end dwellings have dropped ridgelines that angle away from the boundary. Furthermore, there would be no direct overlooking due to window angles being at an oblique angle.

7.20 One further change seeks to locate all the affordable units within Block 1, rather than divided between Blocks 1 and 2. However, the same number (25) of affordable units is proposed in a mix of 1, 2 and 3 bed units. One extra 3 bed unit is proposed at the expense of a 2 bed unit. It was previously found that a 40% affordable provision would not have made the scheme viable and 25 units or 20% of the total units in Blocks 1 and 2 represent the amount previously found to be acceptable. The Council's Housing Officer raises no objection to this figure. Whilst it is regrettable that the units have moved solely to Block 1, it should be noted that the Block would still contain a mix of private and affordable units of varying size. Furthermore, the two blocks are adjacent to each other and the proposal would not result in the isolation of affordable units. Officers are therefore satisfied that the amount of affordable units proposed, the tenure mix and location of the units are acceptable.

8.0 Conclusion:

8.1 The amendments to the layout and design of the development would still ensure a development of high quality layout and design that would have no significant implications for neighbouring amenity or highway matters.

8.2 Accordingly it is recommended that planning permission be granted for the variation of condition 2. Conditions are recommended to be repeated from 3/09/1728/FP, with the three year time limit amended to the previous approval date and subject to a variation of the previous legal agreement.