

DEVELOPMENT MANAGEMENT COMMITTEE – 24 FEBRUARY 2016

Application Number	3/15/2217/OUT
Proposal	Outline application for the demolition of 30 Wicklands Road and the erection of 14 dwellings with all matters reserved except for means of access and layout
Location	Hunsdon Lodge Farm, Drury Lane, Hunsdon SG12 8NU
Applicant	Chase Green Developments Limited
Parish	Hunsdon
Ward	Hunsdon

Date of Registration of Application	2 November 2015
Target Determination Date	1 February 2016
Reason for Committee Report	Major planning application
Case Officer	Martin Plummer

RECOMMENDATION:

That Planning Permission be **GRANTED**.

The details of the requirements to be secured through a Legal Obligation Agreement and Conditions are set out at the end of this report.

1.0 Summary

- 1.1 Previous proposals for development at this site (LPA reference 3/15/0206/OP) were refused by the Development Management Committee at its 14 October 2015 meeting for two reasons:- firstly inadequate provision for surface water drainage and resulting associated flood risk and secondly; the impact on the highway (Wicklands Road) as a result of the additional traffic generated by the development and the characteristics of that road. The applicant has now submitted an appeal against that refusal of planning permission.
- 1.2 This application, in terms of layout, number of dwellings and overall package of supporting information and technical reports is substantially the same as that previously submitted with the above mentioned planning application.
- 1.3 Given the decision made by the Council with regard to the previous application and the reasons for its decision and in the absence of any relevant planning policy changes or other changes in material circumstances, it is appropriate for the committee to focus attention on the matters which formed the previous reasons for refusal, whether they

have been addressed and whether the development is acceptable in terms of drainage, flood risk and highway impact issues.

- 1.4 In relation to surface water drainage and flood risk, the applicant has entered into further discussion with Hertfordshire County Council (in its capacity as the Lead Local Flood Authority) and amended arrangements in relation to this matter are now proposed. None of the County Council, Environment Agency nor the Council's Drainage Engineers object to the development in flood risk terms or in terms of how surface water drainage is proposed to be dealt with.
- 1.5 In relation to highways matters the applicant has submitted with the application a copy of their Highway Statement which forms part of their appeal documents. This refers to evidence, in the form of a parking demand survey, (which is a survey to assess the levels of on-street parking) together with information from the TRICS database (which is data based on transport surveys providing information of trip generation associated with particular types of developments) to support its position that access and highway arrangements are acceptable.
- 1.6 The Parish Council has engaged a transport consultant who has submitted a transport assessment on its behalf. This takes a contrary view in relation to the acceptability of the proposals with regard to these matters.
- 1.7 All submissions have been reviewed by the Highway Authority. It has reached the conclusion is that it has no objection to the proposals.
- 1.8 In coming to a decision it is necessary to weigh in the balance the position of the Council in relation to housing land supply. Members will be aware of the policy position set out in the NPPF that, in the absence of 5 years worth of land supply, which is the position in East Herts, then permission should be granted for sustainable residential proposals unless the harm from doing so significantly and demonstrably outweighs the benefit.
- 1.9 When Members previously considered these proposals, the committee reached the view that the drainage/ flood risk and highway impact matters were such that weight attached to them did outweigh the benefit. As indicated, the proposals have now been amended with regard to drainage and consequent flood risk matters. A conventional approach is to be taken with the use of both soft and engineered drainage features and appropriate future management arrangements can be put in place. It is considered that no adverse weight can now be applied in relation to this matter.

- 1.10 With regard to highways matters, whilst the proposals are not amended, further information has been provided in relation to parking demand in Wicklands Road. This is not primarily the basis on which the committee refused the matter previously, being concerned more with the ability of that roadway to accommodate additional traffic generated by the proposals. However, given the further assessment by the Highway Authority, Officers are of the view that, whilst additional traffic will result in some impact, evidence cannot be provided to indicated that it is one of any significant harm.
- 1.11 All other issues are set out in the report which Members considered previously, and attached as ERP A. However, Officers do not consider that there are any changes in planning policy or other relevant material circumstances, such that the Council should reach a different view in relation to them now as to the one it reached in October last year.
- 1.12 The conclusion then is that any harm caused by the proposals is not significant and they represent a form of residential development that is of sufficient sustainability that planning permission can be granted.

2.0 Site Description

- 2.1 The site description is set out in section 1 of the previous report (**Essential Reference Paper 'A'**).

3.0 Key Policy Issues

- 3.1 These relate to the relevant policies in the National Planning Policy Framework (NPPF) and the adopted East Herts Local Plan 2007:

Key Issue	NPPF	Local Plan policy
The principle of sustainable development	Paragraph 14	SD2
Design and Amenity	Section 14	ENV1
Landscaping		ENV2, ENV11
Impact upon Conservation Area	Section 12	BH6
Archaeology	Section 12	BH1, BH2, BH3
Surface Water Drainage	Section 10	ENV21
Protected Species	Section 11	ENV16

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

4.0 Emerging District Plan

- 4.1 The draft District Plan sets out the Council's emerging approach for development within the villages. Little weight can be attached to the policies in the plan at this stage. However, Hunsdon is identified as a 'Group 1 village' in the Plan and draft policy VILL1 sets out that limited small-scale development and infill development for housing may be permitted. The draft District Plan sets out that Group 1 villages will accommodate at least 500 new homes, spread across the villages and, in applying a fair approach to the distribution of this housing growth, each of these villages will need to accommodate at least a 10% increase in housing stock over the 15-year period between 1st April 2016 and 31st March 2031.
- 4.2 Draft policy VILL1 also sets out that Parish Councils are encouraged to prepare Neighbourhood Plans to allocate land for development or to introduce additional policy requirements aimed at ensuring that development contributes toward local distinctiveness or other community objectives.
- 4.3 Hunsdon in collaboration with Gilston Parish are in the early stages of preparing a Neighbourhood Plan with no published draft at this stage.

5.0 Summary of Consultee Responses

- 5.1 Consultation responses are as set out in section 3 of the previous report (Essential Reference Paper A). However, the responses of the relevant consultees in relation to the main issues that are consideration (flood risk, drainage and highways matters) are set out here:-
- 5.2 Hertfordshire County Council Environmental Resource Planning Team advises the Council that following a review of the Flood Risk Assessment carried out by WSP dated January 2015 with a 17th June 2015 addendum letter (which is the same as was submitted with the previously refused planning application) that it removes its objection on flood risk grounds.
- 5.3 The addendum letter proposes a drainage strategy and layout utilising permeable paving, attenuation tanks and a detention basin. The County Council are satisfied that the proposals will restrict surface water run-off rate to greenfield run-off (5 litres per second) and acceptably discharge into the watercourse. The applicant has provided surface water run-off calculations for 1:100 year event (+30% contingency for climate

change), which ensures that the site has the capacity to accommodate all rainfall events up to this magnitude (which provides accepted contingency).

- 5.4 It is acknowledged that the existing land drainage system is in poor condition and requires fairly extensive remedial works. It is also noted that the developer intends to investigate if any additional onsite measures can be implemented for remediation to ensure that the drainage system will work properly.
- 5.5 The Council's Engineers comment that the application is broadly similar to a previous application ref 3/15/0206/OP. The application includes a drainage strategy and accompanying Surface Water / SuDS strategy document that details a range of green infrastructure SuDS. In addition, the information indicates that as part of the project, a number of the existing boundary watercourses will be regraded which will further enhance the flood risk reduction capabilities of the site as well as assisting with water quality improvements.
- 5.6 Hertfordshire County Council Highways Authority set out that its comments set out in respect of the previous application (3/15/0206/OP and as summarised in paragraph 3.1 of Essential Reference Paper A) remain relevant.
- 5.7 Two additional comments are raised by the Highway Authority. Firstly that the plans for the Wicklands Road access/turning head show that the existing footway will be re-routed slightly into land owned by the applicant and this will need to be adopted as public highway. Second, a request is made that upgrading of the bus stops is dealt with by way of planning conditions opposed to Section 106 agreement.
- 5.8 As indicated, the Highway Authority has reviewed and considered the Transport Assessment submitted on behalf of the Parish Council. The details of its response is included in the considerations section below.

6.0 Parish Council Representations

- 6.1 Hunsdon Parish Council objects to the proposed development. The areas of concern raised by the Parish Council are set out in the previous report (**Essential Reference Paper 'A'**). The following are the key areas of concern with regard to this current application:

- The development is contrary to rural area policies in the Local Plan and Draft District Plan and does not represent a sustainable form of development;
- The village does not have the facilities and services for the development and school provision is a particular concern in terms of the deliverability of an enlarged primary school in the village. Concern is also raised that there is inadequate provision for health care in the village;
- The site is prone to flooding and neither the applicant nor the County Council have properly considered and assessed the impact of the development on existing drainage features and the proposed drainage strategy together with other mitigation measures will not provide a sustainable and adequate solution to deal with surface water. The development will therefore increase the risk of flooding on the site and in the surrounding area and village.

6.2 Hunsdon Parish Council have commissioned a Highway Assessment of the development proposals the content of which can be summarised as follows:

6.3 The proposed development is contrary to local, regional and national policy, particularly Hertfordshire County Council's Roads in Hertfordshire - Design Guide and the East Herts Local Plan, for the following reasons:

- Drury Lane access: the proposed access is situated on a single width section of carriageway (60m long) serving more than three dwellings. There is extremely limited visibility which impacts on highway safety on a section of carriageway with no pedestrian footway that is well used to access the Public Rights of Way network. There is also insufficient space to accommodate refuse and delivery vehicles.
- Wicklands Road access: the proposed access is located off a cul-de-sac serving more than 25 dwellings which will be over 320m in length. There is limited visibility, combined with on-street parking, together with insufficient space for manoeuvring large vehicles.
- Accessibility and sustainability: there are limited facilities within walking distance of the site, combined with poor access to frequent public transport services. In addition, there are no nearby cycle

routes and the roads around the village are generally to subject to a 60mph speed limit.

- There will be a high dependency on private vehicles and residents will have little incentive or opportunity to use 'alternative sustainable transport modes from the outset' as stated in the Access Statement.

6.4 The Parish Council's Highway Consultant comments that the applicant's TRICS assessment of vehicle movements associated with the development is not accurate. Its view is that the development proposal will result in some 74 daily vehicle movements – around 75% of which will use Wicklands Road.

7.0 Summary of Other Representations

7.1 33 objections have been received to this application. The issues raised in them are the same as those set out in section 5.0 of the previous report (**Essential Reference Paper 'A'**).

7.2 Respondents feel that the previous reasons for refusal have not been adequately addressed and that the development is not therefore sustainable. Concern is raised with the position reached with regard to surface water drainage and that the development will increase the flood risk to adjoining residential properties. Concern remains with regard to the access arrangements for the development site and the impact on traffic movements and highway safety.

8.0 Planning History

Ref	Proposal	Decision	Date
3/15/0206/OP	Residential development	Refused	14 October 2015

8.1 As indicated, the only planning history relates to the refusal of planning permission under LPA reference 3/15/0206/OP. The decision to refuse that application was made for the following reasons:

- 1) *The Council is not satisfied from the information submitted:*
 - *that the surface water drainage strategy will operate sustainably and satisfactorily*

- *that appropriate steps can be put in place to ensure its future maintenance.*

There is uncertainty therefore with regard to its ability to ensure that any flood risk continues to be appropriately addressed. The proposal is therefore contrary to policy ENV21 of the East Herts Local Plan Second Review April 2007 and the National Planning Policy Framework.

- 2) *Given the current characteristics of Wicklands Road with regard to its width, turning capability and on road parking, the development, by reason of the access proposed to Wicklands Road for its southern part, will result in a significant and harmful impact on that road by virtue of the introduction of additional traffic and turning movements into and out of the site. The proposal is thereby contrary to policy TR2 of the East Herts Local Plan Second Review April 2007 and the National Planning Policy Framework.*

9.0 Consideration of Relevant Issues

- 9.1 As Members are aware, the previous proposals for development at the site were considered recently. At that time, the committee took the view that the impact of the drainage arrangements proposed and the highways/ access issues were such that the harm that would result from the development outweighed the policy provisions in its favour. The full range of material planning issues were before the committee at that time and there may have been other harm resulting from the development, however, no other matters were considered to be of such magnitude that they also formed part of the Councils decision and reasons for refusal.
- 9.2 There has been no material change in planning policy matters since the time of that decision. There is also no change in relation to other considerations that are material and which should be taken into account in the determination of this application, such that any detailed or extensive reconsideration of them is appropriate or necessary. In considering the current proposals therefore, Members are advised that it is necessary to focus attention on the matters which formed the basis of the previous refusal of permission and to reach a view as to whether any harm which may result is such that the proposals should be refused. Those issues are considered below.

Drainage and flood risk

- 9.3 The drainage strategy that was proposed as part of the previous application at the site incorporated a range of SuDS and various remedial works to the land drainage system lying within and adjacent to the site. Part of the drainage strategy comprised rainwater gardens (a localised sustainable drainage facility which serves each property). Planning permission was not refused in relation to one specific aspect of the strategy but rather on the basis that it would not operate 'sustainably and satisfactorily' as a whole with additional concern raised with regard to the future maintenance of the features.
- 9.4 The drainage strategy that now forms the basis of this application incorporates the provision of permeable hard surfaces to access roads and a piped system linking to an attenuation tank in the rear gardens of plots 7-10 and an attenuation pond to north of the retained dwelling – Hunsdon Lodge Farm.
- 9.5 The provision of a piped system linking to underground storage tanks does not represent as sustainable a strategy as was proposed in the previously refused application in terms of the hierarchy of sustainable drainage systems in the Councils SFRA (Strategic Flood Risk Assessment). However, the County Council in its function as Lead Local Flood Authority comments that the applicant has shown that the drainage strategy is capable of discharging at a greenfield run-off rate into the watercourse and ensures that all surface water from the development can be contained and dealt with within the site.
- 9.6 The proposed approach to deal with surface water drainage is therefore of a more conventional nature than that previously proposed. Whilst it does not represent an approach to seek to implement to the most advanced thinking in relation to drainage matters, the approach now proposed is one which is commonly adopted at many development sites which come forward. Adequate arrangements can be put in place to ensure that the system is implemented, managed and maintained into the future such that any drainage and flood risk implications are acceptably controlled. The conclusion in relation to this issue is that no harmful weight can be assigned to this aspect of the proposals.

Highway matters

- 9.7 This formed the second reason for refusal in relation to the previous application. As noted above the applicant has submitted an appeal against the refusal of that application and, as part of that, a Highway Appeal Statement has been formulated. This statement has been

submitted in support of this current application. The appeal statement reiterates the position with regard to the TRICS assessment of vehicle movements generated by the proposed development. It covers other highways considerations and also includes a parking assessment.

- 9.8 In relation to the parking matter, a parking demand survey of Wicklands Road was undertaken by the applicants at the site on 3 November 2015 between 14:00 – 20:00. The date chosen is considered by the applicant to be a typical and neutral weekday and not in a school holiday or bank holiday. The time chosen was to ensure that both daytime and evening parking demands were surveyed. Residential demand for parking is highest after residents have returned from work and other daytime activities.
- 9.9 The results are of interest in that they indicate that, of all the potential on street parking spaces in the road, some remain available even at the time of highest parking demand. The availability of parking did not form the basis of the previous reason for refusal. Rather it was the characteristics of the road, amongst other matters being the presence of a significant degree of on street parking, which made it onerous and inconvenient to navigate and which, if additional traffic was introduced, would worsen those matters, which formed the basis of the refusal reason.
- 9.10 The parking survey provides useful information in that it does confirm the nature and extent of current on road parking.
- 9.11 Considering the matter of the new traffic generated by the development, the applicants application of the TRICS data continues to indicate that the level of traffic generated by the development which will be using Wicklands Road will not be significant at peak times or otherwise. Taking this together with the parking survey leads the applicant to the conclusion that there will be no significant harm to the free flow of traffic and vehicular movements within Wicklands Road.
- 9.12 As noted above, the Parish Council (PC) has sought its own highway advice in relation to the development proposals. The views of the consultant on behalf of the PC have been set out above.
- 9.13 HCC as the Highways Authority has reviewed the Parish Councils consultants Highways Assessment and considers, in summary, that it does not follow latest current good practice/guidance documents nor does it recognise current government highway-related planning policies.

- 9.14 The Highway Authority (HA) comments that the transport assessment undertaken on behalf of the Parish Council applies a very outdated approach to highways development management where technical standards were often rigidly applied to development with little or no consideration for local environmental factors and that this is at odds with the Government guidance in the Manual for Streets and the NPPF. The HA sets out that there is a need for a pragmatic approach to highway assessment as is set out in the Manual for Streets.
- 9.15 The PC's transport assessment incorrectly quotes the HCC Council document 'Roads in Herts' which, in any event is guidance only and is the starting point only for the assessment of highway design, not the end point.
- 9.16 The HA comments that the PC transport assessment makes an inaccurate assumption in the way in which the highway design (including vehicle speeds and visibility) has been assessed. In relation to Drury lane, the visibility associated with the development has been based on a number of environmental factors including existing low vehicle and pedestrian vehicle movements; numerous existing frontage accesses to dwellings; varying carriageway widths which follow a slightly meandering course – naturally helping to slow vehicle traffic speeds; right of way signage and change in surface materials and; the presence of parked cars which further slow the speed of vehicles.
- 9.17 The HA comments that a parking demand survey is only required where on-site parking provision at a new development is significantly below the relevant standards (which is not the case in this application) and/or where the public highway in the vicinity of the site is very heavily and routinely parked with vehicles so as to cause significant problems and delays to the free flow of traffic (which is not considered to be the case in this application).
- 9.18 With regard to concerns raised in the PCs transport assessment with regard to refuse vehicles, the HA are of the opinion that the issues are all minor and will not cause any routine inconvenience to existing residents.
- 9.19 The HA comments that the TRICS assessment as carried out in the PCs transport assessment is not considered to be robust. Notwithstanding this, the HA does not consider that the figures referred to in the assessment could be considered as severe – which is the policy test in the NPPF.

- 9.20 Lastly, with regard to accessibility and sustainability the HA consider that the site is well located to village amenities and sustainable transport.
- 9.21 This is a clear and robust response by the Highway Authority in relation to the points raised by the transport consultant on behalf of the PC. The general theme is that the PC's transport consultant is not applying current policy pragmatism but instead is relying on rigid application of standards and guidance which may have been an approach adopted more historically.
- 9.22 In reaching a conclusion on this matter, the issue of the impact of the Drury Lane access has not been reconsidered here. As indicated above, that matter did not form part of the basis of the previous refusal reason and it is not considered that circumstances have changed to any extent such that the impact of it and the requirement to reconsider the matter has changed.
- 9.23 Turning to the Wicklands Road impact then, the applicant and HA remain of the view that additional traffic movements will be light during the peak hours. There is known, and now demonstrated through the parking survey, a level of parking on the carriageway of Wicklands Road such that the free flow of traffic along that road is often not possible and care and courtesy needs to be exercised by traffic passing along that road. Overall levels of traffic currently using the road are light.
- 9.24 The advisor for the PC sets out that traffic movements will be greater and that, against guidance, the length and numbers of properties served by the resulting road will be in excess of standards.
- 9.25 The HA refers to the policy test in the NPPF, being that the impact of a development in highway and traffic terms is required to be severe, after mitigating actions have been taken, before it should be refused on that basis. Your Officers view is that Wicklands Road is not dissimilar to many residential access roads in the district. High levels of vehicle ownership lead to on road parking and it is often necessary for drivers to approach residential areas slowly and considerately giving way as necessary to other drives on stretches of road where only one way traffic is possible because of parked vehicles. It is also recognised that by itself, this slowing impact on traffic is beneficial in highway safety terms.
- 9.26 The approach of the PCs advisor, taking a more rigid approach to standards, does not reflect the pragmatism expressed in the NPPF or

give weight to the inherent safety impact in situations where two way free traffic flow is not possible. The further submissions have been taken into account and your Officers acknowledge that the development will result in a change to the character of Wicklands Road, in that it will be subject to more traffic movements. However, they cannot advise that the circumstances of these proposals and the impact of them in highways terms, could be considered to meet the policy test in the NPPF of a severe impact on the character of the road and the level of traffic will remain not dissimilar to many other roads in the District.

10.0 Conclusion

- 10.1 In conclusion then, proposals for the development of this site were considered recently by the committee. After considering the relevant policy context and material planning issues, the committee resolved that the harm caused by those previous proposals with regard to drainage/ flood risk and highway matters, were such that the benefits of the proposed development were outweighed and permission was refused.
- 10.2 Given the recent consideration, there has been no change in the relevant policy context or in relation to material planning issues such that it is not appropriate to focus attention at this time on a reconsideration of the matters which formed the basis for the previous refusal of permission.
- 10.3 The first of those matters related to drainage. The committee was not satisfied that the previous drainage proposals would operate sustainably or that satisfactory arrangements could be put in place to ensure future maintenance. A more conventional approach to drainage is now proposed, not dissimilar to that implemented at many development sites which come forward in the district. Similar management and maintenance arrangements can also be applied. There would appear no reason to believe that the arrangements now proposed are inadequate.
- 10.4 With regard to the impact of the development on the highway of Wicklands Road, the additional traffic generated by the development is acknowledged. This will result in additional movements on that road. The response of the Highway Authority to the assessment undertaken on behalf of the PC is clear and robust. It sets out that the relevant policy test of severe impact, in the NPPF, is not exceeded. Therefore, in highways impact terms, the proposals are acceptable.

- 10.5 It is necessary then to undertake the appropriate balancing exercise in relation to relevant policy and material considerations. The Council is in the position where it has a lack of five years supply of land for housing development. In these circumstances it is necessary that the impact of development must be significant and demonstrable in harmful terms, for it to outweigh the presumption in favour of sustainable development and for proposals to be refused. The proposals are considered acceptable in drainage terms and no harm is assigned as a result. In highways terms, some harm is assigned to the impact of additional traffic on Wicklands Road, but this is not considered to be so extensive or excessive, that it outweighs the benefits of the development.
- 10.6 Officers therefore recommend that planning permission is granted subject to conditions and the signing of a legal agreement to cover the matters set out below.

Legal Agreement:

- The provision of 25% affordable housing comprising of a mixture of 75% affordable rented and 25% shared ownership (including four dwellings – 3 affordable rented and one shared ownership);
- A financial contribution towards primary education based upon table 2 of the Hertfordshire County Council Planning Obligation toolkit towards the expansion of Hunsdon Primary school from PAN 15 up to a maximum of 20 PAN;
- A financial contribution towards Young People services based upon table 2 of the Hertfordshire County Council Planning Obligation toolkit towards lighting and sports equipment for the new multi-use games area at the Young Persons Centre in Ware;
- A financial contribution towards the adult section of the Ware library based upon table 2 of the Hertfordshire County Council Planning Obligation toolkit;
- A financial contribution towards the Hunsdon Village Hall based upon table 11 of the EHDC Planning Obligations SPD;
- A financial contribution towards provision for children and young people (improvement to the play equipment at the Hunsdon recreational playing field) based upon table 11 of the EHDC Planning Obligations SPD;

- A financial contribution towards provision for sport and recreation (refurbishment of the village tennis courts) based upon table 11 of the EHDC Planning Obligations SPD;
- A financial contribution towards the provision of recycling collection facilities based upon table 11 of the EHDC Planning Obligations SPD;
- Details of the arrangements to be implemented to ensure the future management and maintenance of the SuDS (Sustainable Drainage Systems), including the necessary funding, to be drawn up and agreed and subsequently implemented;
- Fire hydrants.

Conditions:

1. Details of the appearance, landscaping and scale (hereinafter called the 'reserved matters') of the development shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.

Reason: To comply with the provision of Article 4 of the Town and Country Planning (Development Management Procedure) Order 2010.

2. Application for approval in respect of all matters reserved in this permission shall be made to the Local Planning Authority within a period of 2 years commencing on the date of this notice.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 and in the interests of ensuring that the development meets the housing needs of the District.

3. The development to which this permission relates shall be begun prior to the expiration of a period of 1 year commencing on the date upon which final approval of reserved matters is given by the Local Planning Authority or, in the case of approval given on different dates, the final approval of the last such matter to be approved by the Local Planning Authority.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 and in the interests of ensuring that the development meets the housing needs of the District.

4. Approved plans (2E103)
5. Programme of archaeological work (2E02)
6. Contaminated land survey and remediation (2E33)
7. Prior to the commencement of any development, a Construction Method Statement shall be 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:
 - the parking of vehicles of site operatives and visitors;
 - Methods for accessing the site;
 - loading and unloading of plant and materials;
 - storage of plant and materials used in constructing the development;
 - the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - wheel washing facilities;
 - measures to control the emission of dust and dirt during construction;
 - a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: To minimise impact of construction process on the on local environment and local highway network.

8. Construction hours of working (6N07)
9. The development shall be carried out in accordance with the great crested newt mitigation measures as set out in the Ecological Appraisal by CSa Environmental Planning dated November 2014.

Reason: In the interests of protected species and their habitats in accordance with policy ENV16 of the East Herts Local Plan Second

Review April 2007 and section 11 of the National Planning Policy Framework.

10. Prior to the removal or significant pruning of any trees within the site a tree climbing inspection and/or dusk emergence survey of those trees for bats shall be submitted to and approved in writing by the Local Planning Authority and if bats are found then no works to the trees should take place until mitigation measures have been submitted to and approved by the LPA shall subsequently be implemented.

Reason: In the interests of protected species and their habitats in accordance with policy ENV16 of the East Herts Local Plan Second Review April 2007 and section 11 of the National Planning Policy Framework.

11. Prior to the commencement of the development a plan of a scale of 1:200 or other appropriate scale, shall be submitted to and approved in writing by the Local Planning Authority showing the detailed design and construction of the access from the application site onto Drury Lane and Wicklands Road. The submitted plans shall show the visibility splays, gradient and any associated works to create the access. All works to the accesses shall thereafter be constructed in accordance with the approved details and completed prior to first occupation of the development. The visibility splays shall thereafter be permanently maintained within which there shall be no obstruction to visibility between 0.6metres and 2metres above the carriageway.

Reason: To ensure the provision of access which are appropriate for the development and in the interests of highway safety and convenience.

12. Prior to first occupation of the development, details of a replacement of or upgrade to the surface to the right of way (Hunsdon footpath 017 and 010) from the end of Drury Lane carriageway and around the north and east boundaries of the application site shall be submitted to and approved in writing by the Local Planning Authority. The approved replacement or upgraded surface shall then be implemented in accordance with the approved details and prior to the first occupation of the site.

Reason: To ensure that the surface is suitable to safely accommodate the increase vehicle and pedestrian movements in the interests of highway safety and access.

13. Prior to the commencement of the development hereby approved, a drawing shall be submitted to and approved in writing by the Local Planning Authority which demonstrates that on-site vehicular turning space sufficient to accommodate service vehicles and a refuse vehicle of 11 metres in length can be provided within the site. Thereafter the development shall accord with the approved details.

Reason: To enable all vehicles to enter and exit the site in a forward gear.

14. The development shall be carried out in accordance with the Flood Risk Assessment carried out by WSP and dated January 2015 and addendum dated 17th June 2015. The development shall thereafter be retained in accordance with the approved details.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and to improve habitat and amenity in accordance with policy ENV21 of the East Herts Local Plan Second Review April 2007 and paragraph 103 of the National Planning Policy Framework.

15. Remediation works for existing ditches and culverts as set out in the Flood Risk Assessment carried out by WSP and dated January 2015 and addendum dated 17th June 2015 shall be carried out prior to any development on the site.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and to improve habitat and amenity in accordance with policy ENV21 of the East Herts Local Plan Second Review April 2007 and paragraph 103 of the National Planning Policy Framework.

16. Prior to the commencement of any above ground building works a scheme setting out how the surroundings of the Scheduled Ancient Monument to the north of the site are to be treated, including the provision of footways and any interpretation material, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To provide an enhanced setting for the heritage asset in the street scene in accordance with the Hunsdon Conservation Area Appraisal and in accordance with section 12 of the National Planning Policy Framework.

17. As part of the reserved matters submissions referred to above, prior to the commencement of development, details of pedestrian and cyclist

access between the northern and southern part of the site to enable through access between Drury Lane and Wicklands Road for pedestrians and cyclists, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and implemented prior to the occupation of either all of the new dwellings to be accessed from Drury Lane or from Wicklands Road, whichever is the earlier.

Reason: To ensure appropriate levels of connectivity and permeability between the development site and the northern part of the village and public rights of way in accordance with policy ENV1 and LRC9 of the East Herts Local Plan Second Review April 2007.

18. Prior to the commencement of development there shall be submitted to and approved in writing a scheme for the relocation of and improvements to bus stops along High Road, Drury Lane and Acorn Street. Once agreed, the scheme shall be implemented as such and completed prior to the first occupation of any of the new residential units hereby granted planning permission.

Reason: In order to ensure that improvements to sustainable transport modes are secured and implemented to increase their attractiveness.

Informatives:

1. Ownership (02OW)
2. Highway works (06FC2)
3. Planning obligation (08PO)
4. Street Naming and Numbering (19SN)
5. Any works proposed to be carried out that may affect the flow within an ordinary watercourse will require the prior written consent from the Lead Local Flood Authority under Section 23 of the Land Drainage Act 1991. This includes any permanent and or temporary works regardless of any planning permission.

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 (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); the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2012 (as amended). The balance of the considerations having regard to those policies together with the positive way in which the proposed development will address five year housing land supply issues is that permission should be granted.

KEY DATA

Residential Development

Residential density	11.8 units/Ha	
	Bed spaces	Number of units
Number of existing units demolished		1
Number of new house units	1	0
	2	2
	3	5
	4+	7
Total		14

Affordable Housing

Number of units	Percentage
4	28.6%

Residential Vehicle Parking Provision

Current Parking Policy Maximum Standards (EHDC 2007 Local Plan)

Parking Zone	4	
Residential unit size (bed spaces)	Spaces per unit	Spaces required
1	1.25	0
2	1.50	3
3	2.25	11.25
4+	3.00	21
Total required		35.25
Proposed provision		41

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

Parking Zone	4	
Residential unit size (bed spaces)	Spaces per unit	Spaces required
1	1.50	
2	2.00	4
3	2.50	12.5
4+	3.00	21
Total required		37.5

Accessibility reduction	Up to 25% reduction allowed in zone 4 but not applied in this case because of the less frequent availability of alternative transport modes	N/A
Resulting requirement		37.5
Proposed provision		41