

DEVELOPMENT MANAGEMENT COMMITTEE REPORT – 13 Sept 2017

Application Number	3/17/0073/REM
Proposal	Erection of 95 residential dwellings and associated garages, parking, open space and landscaping.
Location	Area 2 South Hare Street Road, Buntingford
Applicant	Wheatley Homes Ltd.
Parish	Buntingford
Ward	Buntingford

Date of Registration of Application	17 January 2017
Target Determination Date	15 September 2017
Reason for Committee Report	Major planning application
Case Officer	Hazel Izod

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 100 dwellings with access approved through Area 1 from Snells Mead. 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 The development is proposed as a low density, 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 Officers consider the design to be of an appropriate quality in accordance with national, local, and neighbourhood planning policies.

- 1.3 Parking provision, residential amenity, housing mix, affordable housing provision, and drainage matters are all also considered to be acceptable.

2.0 Site Description

- 2.1 The site lies to the south 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 east is further agricultural land that is the subject of separate applications for housing (Area 3). To the west is existing residential development (Snells Mead, Plashes Drive and Layston Meadow) with vegetation along the boundary. To the south is Owles Lane, a single track country lane comprising of mostly bungalows. This boundary is open to the southwest, and vegetated to the southeast by an existing tree belt that is to be reinforced.

3.0 Background to Proposal

- 3.1 Outline planning permission was allowed at appeal in March 2016 for approximately 100 houses on the site, with all matters reserved except access (3/14/0528/OP). This application is for all reserved matters – layout, scale, appearance and landscaping. The site is known as Area 2 South of Hare Street Road. The application is for 95 dwellings comprising 40% affordable housing with a mix of 1, 2, 3 and 4 bed units.
- 3.2 A surface water attenuation pond is proposed in the western corner of the site which formed part of the approved development at Area 1. A Local Equipped Area of Play (LEAP) is proposed within an area of green open space to the southeast.
- 3.3 Public footpath 21 crosses the site from the northwest corner of the site (crossing the Area 1 vehicular access from Snells Mead), to the southeast corner of the site. The footpath is proposed to remain detached from the new estate roads and footpaths within a landscaped buffer.
- 3.4 The site lies to the south of Area 1 which allowed approximately 100 houses at appeal in January 2014 (3/13/0118/OP). A reserved matters application for 105 dwellings at Area 1 was granted by Members in December 2014 (3/14/0970/RP), and this development is currently under construction.

- 3.5 Access to Area 2 is approved through Area 1, which is accessed from Snells Mead.
- 3.6 Applications are also being considered for development at Area 3 to the east. Outline permission was allowed at appeal for 80 dwellings (3/14/0531/OP) concurrently with this site. 2 applications for reserved matters have been received in relation to that site.

4.0 Key Policy Issues

- 4.1 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 'made' (approved) 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, CFLR1, CFLR9	HD2, HD4, ES5, HD3, HD5
Landscaping	Section 7, 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, WAT3	INFRA5, INFRA4
Ecology and biodiversity	Section 11	ENV16	NE3,	ES7, ES8

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

5.0 Emerging District Plan

- 5.1 The District Plan has been submitted to the Secretary of State for examination. The view of the Council is that the Plan has been positively prepared, seeking to ensure significantly increased housing development during the plan period. The weight that can be assigned to the policies in the emerging plan can now be increased, given it has reached a further stage in preparation. There does remain a need to qualify that weight somewhat, given that the Plan has yet to be examined.

6.0 Summary of Consultee Responses

- 6.1 HCC Highway Authority initially recommended refusal on the grounds of insufficient information in respect of footpath links and crossing points, the width of the access road, visibility splays, parking provision, emergency access, and fire engine vehicle tracking. Following the submission of further information, it no longer wishes to restrict the grant of permission subject to conditions.
- 6.2 Lead Local Flood Authority has no comments. However it advises consultation with the Environment Agency 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 floodzone 1 and is mostly undeveloped. There is some surface water inundation to the north western corner probably linked to the topography of the land. Area 2 will drain to the SuDS pond created for Area 1 which is a form of infrastructure that the Council supports, but the advisor recommends supplementary biodiversity areas and information board for the pond. The advisor suggests harvesting water butts for each house, and green roofs to bike sheds.
- 6.5 Thames Water advises that it is the responsibility of the developer to make provision for surface water drainage. It has been unable to determine the waste water infrastructure needs of this application and therefore requests a condition to require a drainage strategy prior to the commencement of development.

- 6.6 EHDC Housing Development Advisor comments that 38 units would be affordable, with 28 units for rent and 10 for shared ownership. This is policy compliant. It comments that it would be helpful if the developer could provide wetrooms instead of bathrooms in some of the Lifetime units and bungalows.
- 6.7 EHDC Landscape Advisor recommends consent. The advisor comments that the landscape masterplan, tree protection measures, and landscape drawings are acceptable.
- 6.8 HCC Development Services requests fire hydrant provision.
- 6.9 HCC Minerals and Waste advises that regard should be had to relevant policies in the HCC Waste Core Strategy and Development Management Policies Document Plan Document 2012 which can be met through a condition to require a Site Waste Management Plan.
- 6.10 EHDC Environmental Health Advisor has no objections.
- 6.11 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.
- 6.12 Herts Police Crime Prevention Advisor has no concerns. The developer for Area 1 is building to Secured by Design (SBD) and they have provided assurance that this new section will also be built to SBD.
- 6.13 Herts Fire and Rescue Service notes that access for fire appliances and provision of water supplies appears to be adequate.
- 6.14 HCC Historic Environment Unit notes that the site lies in an Area of Archaeological Significance and believe that the development is likely to have an impact on heritage assets of archaeological interest and therefore recommend a condition to secure a programme of archaeological work.
- 6.15 NHS England comments that there are a number of surgeries that will be affected by the development that do not have the capacity to absorb the additional requirements for general medical services should this application be successful. A developer contribution for £621 per dwelling is therefore considered fair and reasonable. It is also vital to consider community, mental health and acute services and it requests £201.75 per dwelling to manage the impact.

6.16 HCC Countryside Access Officer comments that the segregation of footpath 21 from the estate footways and carriageways is welcomed. Further detail was requested for crossing points and has since been agreed.

7.0 Buntingford Town Council Representations

7.1 Initially objected for the following reasons:

1. The housing mix does not comply with the requirements of the Buntingford Community Area Neighbourhood Plan (BCANP), or the emerging District Plan. There is a predominance of 4 bed market dwellings to the detriment of 3 bed units.
2. The affordable housing has been located in blocks rather than pepper potted across the site – they are not tenure blind.
3. Seek assurances that the safety of the public using Footpath 21 is maintained during construction.
4. No mention of the number of car parking spaces, but Policy T1 of the BCANP would require 265 spaces.
5. No detail on how it is proposed to secure the emergency access to Owles Lane.

7.2 In response to amended plans they express disappointment that the number of 3 bed market bungalows has been reduced from 6 to 3. Concerns are raised that the timber posts to secure the emergency access at Owles Lane will deteriorate. They note the provision of 281 parking spaces but comment that 9 are visitor spaces at random locations, and many of the allocated spaces are tandem spaces. Policy T1 of the Buntingford Community Area NP states that tandem parking will only be permitted where there is no suitable alternative.

8.0 Summary of Other Representations

8.1 11 letters of representation have been received, raising the following points:

1. Overdevelopment of Buntingford – concern over a lack of infrastructure, amenities and facilities;
2. A lack of joined up thinking when considering the cumulative impact of all the new developments;
3. Increased congestion due to the lack of a regular bus service and no train station;
4. Safety concerns at the Snells Mead access;
5. Brownfield sites should be developed first – loss of farmland and countryside;
6. The status in 2013 is no longer relevant;

7. Concerns over a lack of improvement to the boundary treatment adjacent to Layston Meadow, and creating a potential shortcut for new residents (based on a neighbour survey);
8. Overlooking from plots 91 and 92 to Layston Meadow;
9. Clustering of the affordable housing;
10. Concern that documents were not available to view online.

9.0 Planning History

9.1 The following planning history is of relevance to this proposal:-

Ref	Proposal	Decision	Date
3/14/0528/OP	Outline application for approximately 100 houses. All matters reserved except for access	Refused	23.06.2014
		Allowed at Appeal	04.03.2016
3/14/1807/OP	Outline application for approximately 100 houses. All matters reserved except for access.	Withdrawn	06.04.2016

10.0 Consideration of Relevant Issues

Principle of Development

10.1 Outline planning permission was granted at appeal in March 2016 for a development of approximately 100 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. This application for reserved matters was submitted on 13th January 2017 and seeks approval for the scale, layout, appearance, and landscaping.

10.2 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, Appearance and Amenity

- 10.3 The site is to be accessed from Area 1 and proposes a cul-de-sac form of development with shared surface sections. The overall form is a low density, landscaped scheme with green frontages, green amenity space, and landscaped boundaries. Officers are satisfied 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.
- 10.4 However, in order to 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 south eastern edge of the development on higher land levels. Development across the rest of the site is predominantly 2 storey, with some 1.5 storey.
- 10.5 In response to Officer concerns over the visual impact of development on Owles Lane, the developer has also amended the layout to provide bungalows along the Owles Lane frontage (albeit set back some 30 metres from the lane) in place of previously proposed 2 storey dwellings. This reduces both the visual impact of the development in this rural lane, and any impact upon neighbouring low rise buildings.
- 10.6 A surface water attenuation pond is proposed in the western corner (previously approved with the Area 1 application), whilst a Local Equipped Area of Play (LEAP) is proposed within an area of open space on higher land to the southeast. Overall, Officers are satisfied that the design and layout results in a development of acceptable quality in accordance with relevant national, local, and neighbourhood policies.
- 10.7 In terms of appearance, the dwellings are proposed to be constructed with a mix of brick, render, and cladding, with 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 the Herts Police Crime Prevention Advisor has commented that the developer intends to apply Secured by Design standards across the site, which is welcomed.
- 10.8 No detailed information has been submitted on the sustainability of the new dwellings or carbon reduction measures, so it is not possible to make a judgement in relation to the requirements of policies CC1 and

CC2 of the emerging plan. However Officers extensive planting is proposed across the site, and the addition of green infrastructure.

- 10.9 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.
- 10.10 Officers acknowledge that access issues could be obstructed by parked cars, but this is the same on any new 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 have not had regard to the car parking strategy which proposes off-street parking fully in compliant with the BCANP which exceeds standards set out in adopted and emerging district planning policy. The level of parking provision is higher in Areas 2 and 3 than approved at Area 1 due to the adoption of the BCANP. Limited harm is therefore carried forward to the overall balance of considerations.
- 10.11 Access has been previously proposed, including an emergency access point to Owles Lane. Concerns were raised during the course of the application how this access will be secured for emergency use only, and the applicant has now indicated on the plans fixed metal posts to the sides, and a demountable timber bollard in the centre. This prevents unauthorised access and is deemed to be acceptable although future management and control arrangements are currently unclear.
- 10.12 With regard to amenity, the site lies to the east of existing residential developments at Snells Mead, Layston Meadow and Plashes Drive. No harm would arise to Snells Mead by way of overlooking or overbearing/loss of light given the location of the surface water attenuation pond. No. 18 Layston Meadow sits side on to the development and is adjacent to a proposed bungalow (Plot 94) which will cause no harmful impact. A two storey building of flats (Plot 91 and 92) is proposed adjacent to the garden of No. 18, and some concerns have been raised over loss of privacy. Whilst Officers note that there will be some oblique views from the front dormer window towards the rear of the dwelling, Officers do not consider this to be harmful given its distance at 20 metres, and retained boundary vegetation.

- 10.13 Nos. 2 and 3 Plashes Drive back onto the site, and bungalows (Plots 74 and 75) are proposed with a back-to-back distance of at least 24 metres with planting in-between. No. 3 Owles Lane sits side onto the site, and a bungalow (Plot 69) is proposed adjacent at a distance of 17 metres with a garage and planting in-between. Overall officers consider these relationships to be acceptable.
- 10.14 In respect of relationships within the site, Officers are satisfied that the dwellings retain appropriate spacing to respect amenity, and adequate private rear amenity space is also provided in accordance with both local and neighbourhood planning policies. There are some first floor flank windows that will result in overlooking and should therefore be obscure glazed by condition. These are bathroom and landing windows within Plots 5, 11, 19, 27, 28, 33, 34, 46, 47, 59, 68, and 79.

Landscaping

- 10.15 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. Tree planting is proposed across the site, and existing vegetated boundaries are to be reinforced. Overall Officers are satisfied that the landscaping scheme represents high quality design in accordance with national, local, and neighbourhood planning policy.
- 10.16 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”.

Housing Mix and Density

- 10.17 Concerns have been raised over the mix of housing proposed – having regard 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	13	23%	12%	+11%
3 bed house	19	33%	46%	-13%

4 bed house	25	44%	23%	+21%
5+ bed house	0	0%	6%	-6%
TOTAL	57	100%	100%	0%

Affordable	Number of units	Percentage of units	SHMA Percentage	Difference
1 bed flat*	10	26%	19%	+7%
2 bed flat	6	16%	11%	+5%
2 bed house	11	29%	29%	0%
3 bed house	11	29%	34%	-5%
4+ bed house	0	0%	7%	-7%
TOTAL	38	100%	100%	0%

*4 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.

- 10.18 It is therefore noted that there is a predominance of 4 bed market houses and insufficient 3 bed units. However, regard is had to applications 3/17/0414/REM and 3/17/0424/REM (Area 3) which propose an excess of 2 and 3 bed units and insufficient 4 beds. Officers therefore consider that although there are some discrepancies with the latest SHMA evidence, the mix proposed is not unduly biased, and there is an overall balance across the sites.
- 10.19 In terms of density, this is proposed at approximately 22 dwellings per hectare which, although low, 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.

Affordable Housing

- 10.20 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.
- 10.21 This information is in fact provided within this application, and the Council's Housing Development Advisor considers this to be acceptable. Concerns have been raised over the clustering of

affordable units within the site. The layout proposes 3 groups of affordable housing comprising 10, 13 and 15 respectively. The largest group of units (15) is located towards the southwest corner of the site and represents 15.8% of the total development. 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. Although 15.8% is slightly higher than this threshold, Officers do not consider the size of the cluster to be harmful, and no objection has been raised by the Housing Development Advisor.

- 10.22 Lifetime Homes are also proposed across the site comprising a mix of market and affordable units. In response to the Housing Development Advisor's request for wetrooms, the applicant has advised that it will not be possible to provide wetrooms, but showers have now been provided instead of baths for some Lifetime units and bungalows.

Parking Provision

- 10.23 Parking standards for both the existing and emerging local plans are set out at the end of this report. This sets out a requirement for 200 and 225 spaces respectively. A total of 281 are proposed. Regard is also had to Policy T1 of the BCANP which requires a minimum of 265 spaces as follows:

Residential unit size (bed spaces)	Spaces per unit	Spaces required
1	1.5	15
2	2	60
3	3	90
4+	4	100
Total required		265

- 10.24 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.
- 10.25 Parking has been quite fairly allocated across the site, but there is a deficiency in parking provision for the social housing when compared to the BCANP standards. The application falls slightly short on parking for the 3 bed houses – 5 of the 11 3B5P houses have been allocated only 2 spaces instead of the required 3, and this weighs somewhat against the proposal.

- 10.26 Officers also note that 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 Officers acknowledge 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. 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.
- 10.27 Overall Officers are therefore satisfied that adequate parking provision is proposed in this application in accordance with both existing and emerging local policy, and neighbourhood policy.

Footpaths and Connections

- 10.28 Public footpath 21 crosses the site from the northwest corner to the southeast. The development has been designed to maintain the definitive line of this footpath, whilst providing it within a green corridor to maintain the amenity of users. The footpath is therefore detached from the estate roads and footpaths which is welcomed by the Rights of Way team. Some issues were raised initially over crossing points, where the footpath crosses the estate roads, but these issues have since been resolved. Tactile paving is proposed at each crossing point and the Highway Authority have also indicated their approval of this aspect of the proposal. Officers are therefore satisfied that the proposal results in no harm to the existing footpath network.
- 10.29 The layout also includes pedestrian and cycle links to Area 3 to the northeast of the site, which connects with Hare Street Road to the north, and Footpath 15. Footpath 21 also connects to an existing play area to the north of Area 1. These connections therefore encourage walking and cycling, and represent good quality, sustainable design.
- 10.30 Concerns have been raised by Layston Meadow residents that future residents may shortcut through an existing gap in the vegetation along the western boundary of the site, and then park within Layston Meadow. Whilst a pedestrian access point here would improve permeability, and provide Layston Meadow residents with a more direct route to Footpath 21 and the play area, the developer has taken these concerns on board and amended the boundary treatment to include a 1 metre high fence and new hedge planting.

Drainage

- 10.31 The proposal includes a surface water attenuation pond to the west of the site that was previously approved as part of the Area 1 scheme. Surface water from Area 2 is proposed to drain to this pond, which represents a good quality sustainable urban drainage system. Extensive planting is proposed around the pond, and this contributes to its biodiversity benefits. Full details of the surface water drainage scheme are controlled by a condition on the outline consent, and no submissions have yet been received.
- 10.32 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, and the Council's Engineering Advisor's comments, Officers are satisfied that an appropriate drainage scheme can be delivered in the context of the submitted layout, and it would be unreasonable to require a full, detailed strategy at this stage.
- 10.33 Comments from Thames Water are also noted – they state that they are unable to determine the waste water infrastructure needs of this application, and therefore request a condition to require a foul drainage strategy prior to the commencement of development. Drainage was fully considered at outline stage, and the Inspector did not apply a condition requiring such a strategy. There has been no material change in circumstances and Officers consider that this is not a reasonable requirement at reserved matters stage.

Other Matters

- 10.34 Ecological issues have been assessed under the outline consent, and a condition was previously attached that requires compliance with the submitted Ecological Appraisal and Protected Species report.
- 10.35 The NHS has requested financial contributions for this development – this has already been agreed at outline stage and forms part of the signed Legal Agreement.
- 10.36 HCC Development Services have requested fire hydrant provision – this has been secured through the signed Legal Agreement.

- 10.37 HCC Historic Environment Unit have requested a condition to require a programme of archaeological work, but this is covered by condition on the outline consent.
- 10.38 The County Council Minerals and Waste team have requested a condition to require a Site Waste Management Plan. This is a matter for the outline consent and Condition 11 requires a Construction Method Statement including details of waste recycling/disposing.

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 Officers are satisfied that these details 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, and a shortage of parking for the 3 bed affordable housing units. However, given the overall high levels of car parking provision (in excess of adopted and emerging parking standards), Officers do not consider the impact of this policy conflict to weigh 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. However, given the overall high levels of parking provision, and the similar details approved at Area 1, Officers do not consider it reasonable to apply significant weight to this issue.
- 11.4 Overall Officers consider that the spacious and green character to the layout weighs significantly in favour of the scheme, combined with the green corridor proposed for the public footpath, the sustainable drainage scheme, and the well landscaped amenity spaces and play area. The proposal also makes adequate provision for affordable housing, connections and permeability, and landscaped spaces. The proposal will result in no harm to residential amenity, and will protect users of the existing public footpath that crosses the site.
- 11.5 Officers consider the benefits of the scheme 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 in the upper floor flank elevations of plots 5, 11, 19, 27, 28, 33, 34, 46, 47, 59, 68, and 79 shall be fitted with obscured glazing 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 17672/1001 F 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 17672/1001 F 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 3/14/0528/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	22 units/Ha	
	Bed spaces	Number of units
Number of existing units demolished	0	
Number of new flat units	1	6
	2	6
	3	0
Number of new house units	1	4
	2	24
	3	30
	4+	25
Total		95

Affordable Housing

Number of units	Percentage
38	40%

Use Type	Floorspace (sqm)

Non-Residential Development

Use Type	Floorspace (sqm)

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	12.5

2	1.50	45
3	2.25	67.5
4+	3.00	75
Total required		200
Proposed provision		281

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	15
2	2.00	60
3	2.50	75
4+	3.00	75
Total required		225
Accessibility reduction	<i>75-100%</i>	
Resulting requirement		169-225
Proposed provision		281

Non-residential Vehicle Parking Provision

Use type	Standard	Spaces required
Total required		
Accessibility reduction		
Resulting requirement		
Proposed provision		

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.