

DEVELOPMENT MANAGEMENT COMMITTEE REPORT – 6 Dec 2017

Application Number	3/17/1716/REM
Proposal	Reserved matters relating to Phase B housing development for 128 dwellings, including details of access, landscaping, parking provision and 33 affordable units pursuant to Conditions 1, 2, 4 (a), (b), (c), (d), (e), (f), (g), (h), 5, 8, 10, 11, 12 and 24 of outline planning permission 3/13/0886/OP, as amended by letter received on 09 November 2017.
Location	Land Between Hazelend Road And Farnham Road Bishops Stortford Hertfordshire CM23 1JJ
Applicant	Countryside Properties Ltd
Parish	Bishop's Stortford
Ward	Meads

Date of Registration of Application	21 July 2017
Target Determination Date	20 October 2017
Reason for Committee Report	Reserved matters related to a major outline application (3/13/0886/OP)
Case Officer	Stephen Tapper

RECOMMENDATION

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

1.0 Summary of Proposal and Main Issues

1.1 The principle of the development of this site and access arrangements have been established through the grant of outline planning permission (3/13/0886/OP) and a separate full planning permission for the access (3/16/1252/FUL). The application seeks permission for the reserved matters relating solely to the second residential phase of the development, Phase B. Under reserved matters the Council is required to consider the layout, scale, appearance and landscaping relating to this Phase.

- 1.2 The specific conditions that the application seeks to discharge in respect of Phase B are as follows:
- 01 Requires the submission of reserved matters prior to the commencement of each phase.
 - 02 Sets a time limit for the submission of reserved matters of 5 years from the date of the outline permission.
 - 04 Lists additional details to be included in the reserved matters:
 - a) Recycling and refuse stores.
 - b) Internal roads, car parking and cycleways.
 - c) New highway infrastructure or modifications to existing.
 - d) Shared cycle parking facilities.
 - e) Parking, turning, loading/unloading areas.
 - f) A Waste Management Plan.
 - g) Details of external lighting.
 - h) Details of the disposal of foul sewage.
 - 05 Ground works.
 - 08 Sustainable drainage plan.
 - 10 Green Infrastructure and Biodiversity Management Plan.
 - 11 Details of the protection of trees & hedges.
 - 12 Detailed landscaping plans including hard surface materials.
 - 24 Road and airport noise mitigation.
- 1.3 128 dwellings are proposed in Phase B, with 33 (26%) of those being affordable dwellings. The proposed affordable housing provision for Phase B makes up a shortfall of 1 unit from Phase A, the details of which were approved in December 2016 (3/16/1897/REM).
- 1.4 The broad issues for Members to consider include whether the development provides an appropriate mix, density and layout which, together with the proposed design and landscaping will ensure that the development reflects Garden City design principles, as suggested by the Neighbourhood Plan and NPPF. In addition, conditions to be discharged include important technical matters such as noise attenuation and highway design.

2.0 Site Description

- 2.1 The application site is a part of the Bishop's Stortford North (BSN) urban extension and is being developed by Countryside Properties who have named the development *St Michaels Hurst*.

- 2.2 The triangular shaped site has a northern boundary to the A120 Bishop's Stortford by-pass, a south eastern boundary on Hazelend Road and a western boundary to Farnham Road. The site slopes steeply upwards from Hazelend Road towards the north. A further area, which is to provide public open space, footpaths, cycleways and balancing ponds as part of the sustainable drainage system, is on the opposite side of Hazelend Road, bounded by the River Stort to the east. The total site area covers 27.5ha, of which 18.8ha are proposed for development.
- 2.3 The immediate surroundings are currently rural, including agricultural land and one or two business uses to the north of the A120; two dwellings and former allotments on Farnham Road (with planning permission or allocations for residential development and a primary school respectively); a greenfield site on the corner of Rye Street and Farnham Road that has permission for residential development; and the Mountbatten restaurant and a dwelling on Hazelend Road.
- 2.4 The planning permissions granted over the past few years within the area covered by the Bishop's Stortford North urban extension will inevitably change the character of this locality from rural to suburban, but with edges to the countryside and retained or new open spaces which are important design considerations.
- 2.5 Phase B of the development is situated in the eastern part of the development site. It comprises three development parcels located to the north and west of Phase A. To the north, two housing parcels are located either side of the internal bus route and its junction with Hazelend Road. They have a combined site area of 2.54ha and will accommodate 97 dwellings (38 dwellings per ha). To the west is a single parcel of 0.87ha to accommodate 31 dwellings (36 dpha), (see attached site plan, C00-187-002 included as **Essential Reference Paper A**).

3.0 Planning History

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

Application Number	Proposal	Decision	Date
3/13/0886/OUT	Urban extension of	Approved	01. 06. 2016

	329 new dwellings (a range of sizes and types including affordable housing); a site for a one-form entry primary school; public open and amenity space; and landscaping, access, highways (with footpaths and cycleways), parking, drainage (including a foul water pumping station), utilities and service infrastructure works	with conditions & s.106 agreement	
3/13/1501/OP	Urban extension of 329 new dwellings (of a range of sizes and types, with affordable housing); a site for a one-form-entry primary school; public open and amenity space; associated landscaping, access, highways (and footpaths and cycleways); parking, drainage (with a foul water pumping station); utilities and service infrastructure works; (no reserved matters for Phase 1 (130 dwellings)), all matters reserved except for access for Phase 2 onwards – Amended scheme.	Refused. Appeal withdrawn	20.03. 2015
3/16/1251/REM	Details of infrastructure,	Approved with	21.12.16

	including the layout of the internal road network, pedestrian footways and cycle ways and modifications to existing highway infrastructure; parking areas, service and fire vehicle access and manoeuvring; foul and surface water drainage, attenuation ponds, a pumping station; and buffer planting, boundary treatments and external lighting (including hard and soft landscaping of Riverside Park).	conditions	
3/16/1252/FUL	Amendment to approved access in outline permission 3/13/0886/OP to reconfigure the principal access to ASR5, including revised roundabout design and alterations to Farnham Road, amendments to new junctions with Hazelend Road and Farnham Road.	Approved with conditions	21.10. 2016
3/16/1897/REM	Reserved matters relating to Phase A housing development for 69 market houses and 22 affordable units to include access, landscaping and parking.	Approved with conditions	21.12. 2016

4.0 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 emerging submission District Plan and the Bishop's Stortford Silverleys and Meads Neighbourhood Plan (NP).

Key Issue	NPPF	Local Plan Policy	Pre-submission District Plan Policy	NP
Compatibility with parameters established through the outline permission	Para 14, Section 6, 7, 8, para 103	SD1, ENV1, ENV2, ENV21, 25, BIS1	DPS3, BISH3, DES1, DES2, DES3, DES4, CFLR1 and 9, CC2, WAT3, 4, WAT5, EQ2,	HDP1, HDP2, HDP3, GIP3, GIP4, TP3, TP4, C1
Whether the mix and density of development, including provision of affordable housing, is appropriate to the context of the site	Section 7	HSG4	HOU1, HOU2, HOU3	HDP4
Whether the development provides an appropriate layout, scale and appearance	Section 7	ENV1, ENV2, ENV3	DES3, DES4	HDP2, HDP3
Whether landscape design proposals are acceptable	Section 7	ENV2, ENV11	DES1, DES2	HDP 2
Parking provision		TR7	TRA3	TP8

- 4.2 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.
- 4.3 Other relevant matters are referred to below in section 7.0 *Consideration of Issues*.

5.0 Summary of Consultee Responses

- 5.1 HCC Highway Authority. No objections, subject to a condition regarding the construction and maintenance of streets and access courts that will not be adopted by the County Council (Condition 4 below).
- 5.2 Lead Local Flood Authority. No objections to the discharge of condition 8 for Phase B.
- 5.3 Thames Water. No objections to discharge of condition 8 for Phase B.
- 5.4 Environment Agency. No objections.
- 5.5 EHDC Engineering Advisor. The site is located entirely within Flood Zone 1 (least likely to flood). The only risk is surface water in the north east corner of the site and it is recommended that a swale should be implemented if practical, which will provide flood water attenuation at the most at risk part of the site and also have biodiversity benefits. Raised rain gardens are also recommended along the roads as they will store water and make the area greener.
- 5.6 EHDC Housing Development Advisor. The applicants have shown on the plans 33 affordable homes in Phase B but whilst the tenure split is known (20 rented and 13 shared ownership), in line with an overall 60:40 ratio, it is necessary to see the tenure allocation on the submitted affordable housing plan.
- 5.7 Regarding the distribution of the affordable housing, there will be a cluster of 20 flats and houses in the northern parcel and a cluster of 13 in the western parcel. The emerging District Plan Policy

HOU4) refers to clusters being appropriate to the size and scale of the development. The grouping and location is considered to be appropriate given the overall scale of development and the potential for further dispersal which will come forward through the rest of the site.

- 5.8 EHDC Landscape Advisor. There is no objection to the proposals.
- 5.9 Herts Ecology. The Ecology Advisor recognises the limited opportunities to improve the ecological value of the housing areas and so raises no objection in principle because the net result will be better ecologically than the existing arable field given the extent of trees, shrubs and garden habitats that will be provided. The Advisor makes some suggestions for improvement to the landscaping drawings, which have now been incorporated, and to the Green Infrastructure & Biodiversity Management Plan (condition 6 below).
- 5.10 EHDC Environmental Health Advisor. Regarding condition 24, following an initial objection regarding the assessment of noise from the A120 an amended noise report was submitted with an updated glazing and ventilation scheme that takes proper account of the original noise assessment for the site. On the basis that the glazing and ventilation will be installed in accordance with the findings of the revised report, the objection was withdrawn (condition 7).
- 5.11 EHDC Waste Services. In circumstances where refuse vehicles will be unable to enter shared private drives the applicant has made provision for collection points on the public highway. Waste Services have not objected but have commented on the distance some residents have to haul their bins to the collection points. However, they also say that since EHDC does kerbside boundary collections along the whole length of the public highway it will not matter if some of the residents do not use the collection points and take their shortest route to their boundary with the highway instead.
- 5.12 HCC Fire & Rescue. Objects because the provision for hydrants does not meet the British Standard.
- 5.13 HCC Development Services. No objections.

5.14 HCC Historic Environment Adviser. No objection. The site has been the subject of archaeological investigation when extensive finds were recorded, which are currently being assessed and a report is being prepared for publication.

6.0 Town Council & Other Representations

6.1 The Town Council has no objection but is concerned regarding the proximity of 33 affordable homes to the road and the risk to health of residents living close to the roundabout [on Rye Street/Hazel End Road].

6.2 Farnham Parish Council was consulted on the application but has not replied.

6.3 Other representations – no representations have been received from the public.

7.0 Consideration of Issues

7.1 *Compatibility with parameters established through the outline permission.* The principle of development at ASR5 has been established through the grant of outline planning permission under LPA reference 3/13/0886/OP. A parameters plan and illustrative masterplans formed part of the submission. The parameters plan shows the main components of the highway layout; the main open space provision and its location; structural landscaping, including the perimeters of the site; key views out of the site preserved along greenways, which are also part of the network of footpaths and cycleways.

7.2 The outline permission also established the broad density of the housing development; the proportion of affordable housing; and the strategies for foul water disposal and the SuDS. The principles for the long term management of the community assets were also established. These principles were embodied in conditions and a s.106 agreement. It is therefore important that the submitted details of Phase B are in accord with the outline permission.

7.3 *Highway infrastructure, internal roads, highway materials, parking and cycleways (Condition 4b-e).* The highway infrastructure was mostly included in an earlier reserved matters application, as detailed above (3/16/1251/REM). The three development parcels

in Phase B are accessed off the bus route that enters the site via the new roundabout on Rye Street and exits via a new priority junction on Hazelend Road.

- 7.4 A drawing showing the *management and maintenance arrangements* for the roads and open land shows that as well as the bus route the County Council will adopt the spur roads and associated footways into the most northern and western parcels in Phase B, the middle parcel being accessed on two sides from the bus route. However, the shared surface culs-de-sac within the parcels will not be adopted by the County. Those that also access infrastructure and public areas such as play areas will be managed by a Hazelend Management Company and those roads that serve affordable housing will be managed by the affordable housing provider. Informal streets and courts that serve only market flats will be maintained by an apartments management company and those serving market houses will be the responsibility of the property owners. All culs-de-sac have adequate turning heads.
- 7.5 A plan shows the *surface finishes* for the highways and associated footways, which for the most part will be finished in asphalt except for the private driveways which will be finished in permeable blockwork for reasons of both appearance and sustainable drainage. The Fire Officer's objection (para. 5.12) is noted. However, the applicants comment that no *hydrant plans* can be submitted until the application is approved because the water company won't consider them. It is a s.106 requirement that hydrants have to be provided so the matter will be attended to in due course.
- 7.6 *Car and cycle parking*. Following guidance in DCLG's *Manual for Streets – What Works Where*, the applicants propose to provide a total of 291 car parking spaces within Phase B, an average of just over 2 car parking spaces per dwelling. For the larger dwellings all spaces are provided on-plot and the others are a mixture of on-plot, shared parking configurations and on-street spaces. In addition, a total of 30 visitor spaces are to be provided in parking courts and on-street lay-bys.
- 7.7 If current Local Plan parking policy is applied to the proposed development the required number of spaces is 287. The

Neighbourhood Plan endorses the Local Plan and adds requirements about the design and location of spaces.

- 7.8 The following table compares the proposed provision with guidance in the emerging District Plan. The emerging policy permits a discount to be applied according to criteria relating to the tenure mix, local on street parking provision, access to public or private off road parking facilities, public transport and cycle parking provision. For a zone 4 location such as this, a discount of up to 25% is permissible. There are section 106 requirements for bus service provision to St Michael's Hurst. In addition, there are proposals for cycle links between this site and the town centre along the river valley corridor. Following the precedent of Phase A it is therefore considered reasonable to apply a discount of 5% to reflect the sustainable transport possibilities of the site. Although the proposed provision departs from District Plan guidance in respect of individual dwellings, based on the experience of the applicant with developments elsewhere, the overall provision will slightly exceed the Council's guidance. On that basis the proposed car parking provision is acceptable.

Unit size Bed-spaces	Number of units	Emerging District Plan policy		Proposed	
		Spaces per unit	Total required	Spaces per unit	Total
1	18	1.5	27	1.0	18
2	33	2.0	66	2.0	66
3	42	2.5	105	2.0	84
4+	35	3.0	105	2.7	93
Visitor			0		30
Less 5%			-15		
TOTAL	128		288		291

- 7.9 With regard to cycle storage, this will be provided in communal stores at an average of 1 space per flat (para. 7.2 above) and for dwellings where a garage is not provided there will be a cycle shed within the curtilage.
- 7.10 Cyclists will be well catered for in terms of cycling routes that will traverse the development as a whole and connect to the BSN development to the west, where there will be neighbourhood centres and schools; and to the Stort riverside where

Countryside Properties are working with the local councils to put in place links to the town centre.

- 7.11 As regards *highway lighting, (Condition 4g)* an Outdoor Lighting Report has been submitted together with an Indicative Lighting Layout Plan. They show the locations, heights and level of luminance of the lighting columns, with the brighter lighting on the bus route, and the softest in the private shared drives and courts. These are satisfactory proposals, although they may be subject to adjustment during the highway adoption process.
- 7.12 *Foul and surface water drainage (Conditions 4h and 8)*. The strategy for managing foul water flows was approved at outline planning stage. Flows will be directed by gravity to a pumping station to the east of the site in the country park. From there, flows will be pumped down Rye Street to the existing public foul water drainage system. The strategy has been agreed with Thames Water and the system will be offered to them for adoption. A Drainage Strategy Plan for Phase B shows the foul sewers are for the most part in the highway, and they link to those in Phase A.
- 7.13 The surface water drainage strategy (*Condition 8*) for the whole site was approved at outline planning stage, following the principles outlined in the approved Flood Risk Assessment. It is designed for a 1 in a 100 year event, plus a 30% allowance for climate change.
- 7.14 In recognition that the sloping site does not lend itself to the use of swales, surface water is collected in pipework that conveys it to balancing ponds, now constructed, in the Riverside Park. The first and largest is a wet pond designed to provide habitat for a wide variety of flora and fauna. The other two may be dry at times but will provide further natural filtration before the water drains to the River Stort, with a flow control device limiting flows to an agreed greenfield rate.
- 7.15 In addition, permeable paving will be incorporated in the communal driveway areas, which will be lined to prevent the risk of hydrocarbons being transferred to the sensitive underlying aquifer. This will provide additional storage. The detailed proposals are in complete accord with the strategy. The EHDC Engineering Advisor's suggestion (para.5.5) that additional swales and raised rain gardens should be included in the scheme is not

therefore supported by the applicants given that a site-wide drainage scheme has been approved. It is also noted that the flood risk for the site is low.

- 7.16 *Condition 8* also requires details of the *management tasks and maintenance schedules* necessary to keep the system working effectively over its lifetime. In part, the highway drainage system will be adopted by the County Council, (para. 7.3 above), including the maintenance of gullies and connecting pipework. A management company will undertake the same work in respect of those roads that are not adopted by the County Council and the permeable communal driveways, which necessitates unblocking the joints and voids as required. The main surface water and foul drainage systems to which the roads drain will be offered to Thames Water for adoption, including the flow control device. The three balancing ponds will be maintained by a private management company undertaking tasks such as grass cutting, litter collection, the clearance of inlets and outlets, managing pond vegetation, silt removal and repairing any damage. This work must also take into account the requirements of the Green Infrastructure and Biodiversity Management Plan (see below).
- 7.17 *Housing density and Mix*. NPPF guidance is that local planning authorities should set out their own approach to housing density to reflect local circumstances. That is, within the context of their objectively assessed housing needs. Policy HDP2 of the Neighbourhood Plan states that residential development should incorporate garden city principles by delivering housing at lower densities than in the built up area and incorporate green infrastructure.
- 7.18 The current Local Plan does not contain policy criteria in respect of density and mix but the Neighbourhood Plan says that development proposals must include a mix that addresses the objectively assessed need within Bishop's Stortford, including the need for affordable housing. The pre-examination District Plan states in Policy HOU1 that an appropriate mix of housing tenures, types and sizes will be expected taking account of the most up to date evidence. Policy HOU2 says that density will be influenced by design objectives, the mix, the need for structural landscaping and open space and the need to retain existing features such as trees and hedgerows.

7.19 Phase B provides a mixture of housing types and sizes (para.7.22) and at 37.5 dwellings per ha is at a higher density than the 33 dwellings per hectare in Phase A. Of the 128 dwellings proposed for Phase B, 95 would be market and 33 affordable (26%), and the overall density of 37.5 dwellings per ha, is within the parameters agreed at outline stage.

7.20 The Strategic Housing Market Assessment (Sept 2015) indicates the proportion of different dwelling sizes required to meet housing needs in East Herts for the period 2011-2033. There is little to differentiate Bishop's Stortford from the rest of the District. The table below compares the proportions in the SHMA for East Herts with Phase B. There are line by line differences, reflecting the applicant's current assessment of the local market and locational considerations. However, the proportion of 1, 2 and 3-bedroom dwellings proposed as a group is very similar: 25% of the total in the case of the SHMA and 27% as proposed by Countryside. For larger dwellings (3, 4 and 5 bedrooms) the ratios are 75% and 73% respectively. The absence of 5-bedroom dwellings at St Michael's Hurst is not considered detrimental given that larger houses are being developed elsewhere in BSN (such as Hoggates End on Dane O'Coys Road and Partridges on Farnham Road). Phase B therefore offers a good mix of dwelling sizes. There will be the opportunity to review the alignment of the St Michael's Hurst development as a whole in the consideration of the reserved matters for Phase C, the final phase of the development.

Accommodation		Proportion	
		East Herts	Phase B
Market Housing			
Flat	1 bed	6%	6%
	2 bed	7%	13%
House	2 bed	12%	8%
	3 bed	46%	37%
	4 bed	23%	36%
	5 bed	6%	0%
Total		100%	100%
Affordable Housing			
Flat	1 bed	20%	36.5%
	2+ bed	11%	18.5%
House	2 bed	29%	21%
	3 bed	33%	21%

	4+ bed	7%	3%
Total		100%	100%

- 7.21 The amount of affordable housing is in line with the s.106 agreement, as is the affordable housing tenure ratio of 60% rented and 40% shared ownership. The Housing Advisor's request for details of which affordable properties will be for rent and which will be shared ownership has been noted by the applicants who will update the plans following their negotiations with registered providers, which are ongoing. This is covered by recommended condition 5 below.
- 7.22 Finally, the Town Council is concerned (para. 6.1) regarding the proximity of 33 affordable homes to the road [A120] and the risk to health of residents living close to the roundabout [on Rye Street/St Michaels Road]. The applicant has pointed out that air quality issues were addressed as part of the Environmental Impact Assessment (EIA) linked to the outline planning permission and it did not identify any significant effects or impacts.
- 7.23 *Urban design and architecture.* The applicants set out to make good use of the slope of the land by offering residents and users of the open spaces views out over the Stort and the town. The three parks within the development will create a sense of openness, together with the green corridors and small spaces that are a feature of Phase 3. Most buildings are two-storey in height, and some are 2.5 or 3-storey, which, together with the landscaping infrastructure and the choice of indigenous trees and hedges on the boundaries of the site, will soften the transformation from rural to urban when the development is viewed from outside its boundaries.
- 7.24 The design of Phases A and B has been structured around four types of "character areas":
- The Gateway in Phase A from the Rye Street roundabout up to the smaller and most formal of the three parks (Hazel Rise Park).
 - Internal Edges – the fronting the bus route and main access roads.
 - External Edges – fronting Hazelend Road and Farnham Road.

- Shared surface Mews Streets and Courts.

The Phase B Design and Access Statement describes them in more detail.

- 7.25 The External Edges address the transition from existing rural roads to suburban. Buildings generally front onto these edges or present side elevations. In addition to the existing hedges and planted embankments which occupy these site edges in some places, the degree of buffer planting or building setback adjacent to the site boundary varies in depth and character, sometimes interspersed with informal car-parking. On Hazelend Road there is a strong building line, including three-storey linked townhouses dwellings of a contemporary design that benefit from overlooking the proposed Riverside Park on the opposite side of the road, which will retain its rural appearance. They have roof ridges orientated front to back to avoid a long unbroken ridgeline dominating the horizon. In common with all of the buildings on the External Edges the material palette comprises softer and more natural colour tones such as traditional red brickwork, and grey/black boarding.
- 7.26 Farnham Road is currently a country lane with strongly rural character but as a result of a number of planning permissions for development within the Bishop's Stortford North development plan housing allocation its character will change dramatically. However, boundary hedges and trees will soften the transition and a series of building elevations are proposed, using a softly coloured palette of materials. Care has been taken to ensure that there is a variety of house and apartment types with a number of breaks in the frontage, including a green strategic view corridor called Church View. Once delivered in a later Phase this green corridor will be kept free of buildings and will afford visual connection between the main open space and St. Michael's Church spire in the town centre.
- 7.27 Mews Streets & Courts are smaller clusters of homes that are more intimate in character, often containing terraced dwellings. The hard landscaping in these spaces sets them apart from the rest of the site, featuring shared surfaces, without any raised pavements, in block paving and/or bound gravel. In those that include apartments and terraced houses, without garages, there is an inevitable problem in integrating extensive car parking areas.

- 7.28 The Internal Edges in Phase B generally present a more built up frontage but the variety of house types, including detached, linked detached and groups that include flats over garages and entrances to parking courts will create an interesting and attractive street scene. Houses are further differentiated by featuring a variety of external finishes selected from the materials palette, including brick, render and weatherboarding, and by using different styles of windows, porches, chimney stacks, finials and string courses within groups of dwellings.
- 7.29 As regards amenity space, all properties in Phase B have easy access on foot and by bicycle to open spaces within the development. In respect of private amenity space, the density of 37.5 dwellings per ha in Phase B allows the provision of good sized gardens for the vast majority of the houses. Flats have much more limited private or semi-private space available to them and the layout plans have been amended to create more shared space in one or two instances. There is also a small number of flats over garages (FOGs) that have no private amenity space, in common with those in Phase A.
- 7.30 Members will be aware that the A120 is a busy road, the traffic on which is audible within the BSN area and for that reason *Condition 24* requires details of road (and airport) *noise mitigation*. Following their baseline noise survey carried out in 2012, the applicants consultants have prepared a Phase B technical noise report. It suggests that noise from aircraft is not an issue on the site but recommends varying standards of acoustic glazing for properties on the site according to their location and orientation towards the road where there would be unacceptable noise. Following comments by the Environmental Health Officer, the consultants carried out further modelling of the impact of the A120 noise source and amended their acoustic glazing specification, which is now acceptable.
- 7.31 As a matter of detail, *Condition 4a* requires plans of *recycling and refuse* stores. Of the four apartment blocks, two have a brick extension under a pitched and tiled roof, providing both a bin store and a secure cycle store. The other two benefit from freestanding brick refuse stores under pitched roofs, which will provide well-constructed and secure storage. For other properties no specific provision is made for bin storage.

7.32 As a connected matter, a *Waste Management Plan* is required by *Condition 4f*. The waste strategy follows Hertfordshire County Council's Waste Core Strategy Policy. Residential collection in East Herts is in the main from kerb side. A waste strategy drawing shows the route for refuse vehicles, which are discouraged from entering private shared drives. Bin collection points are therefore located next to the adopted public highway and the drawing shows the walking distances from the homes they serve and the retrieval distances from the vehicles, in accordance with Building Regulations. EHDC Waste Services has commented that they would be happy to see more individual kerbside collections to reduce some of the walking distances to collection points.

7.33 *Detailed landscaping and hard surface materials (Condition 12)*. The landscape has been designed to:

- Enhance biodiversity through a structural native tree and hedge strategy, retaining existing native trees on the southern boundary. Creation of hedgerows and improvements to biodiversity to provide green links within the surrounding area.
- Trees and shrubs for their form, colour and flower providing structure and identifiable character to the landscaped areas as well as improving the ecological value of the site.
- Provide high impact planting which requires a low level of maintenance.

7.34 Phase B follows a similar planting strategy to Phase A. It comprises buffer planting adjacent to Farnham Road and Hazelend Road, which will be between 3m and 10m in depth, and additional landscaping integral to the housing areas.

7.35 The site slopes upwards from Rye Street and Hazelend Road. *Condition 5* requires the approval of the Phase B *ground works* and they follow the broad approach considered at outline stage. The current application includes large scale plans that show the levels at the highway margins and the finished floor levels of the adjacent dwellings. The levels are adjusted to direct storm water away from houses and towards the road network and areas of soft landscaping as part of the surface water management system. The plans show continuity with the adjacent Phase A development. The slope gives the opportunity to create interesting views both outwards from the site and into the site from the surrounding roads

and the riverside park, which will be enhanced by planting a large number of extra heavy standard trees across the development.

- 7.36 Two community spaces will be provided in Phase B comprising, in the north, a green corridor along the existing north-west to south-east drainage ditch where the existing planting will be thinned and enhanced with native trees shrubs, marginal planting and wildflowers. The corridor will be extended to the south-east to provide another seating area enhanced with planting, with easy access to the riverside park on the opposite side of Hazelend Road. The existing culvert within this area will be opened up and marginal planting will be introduced. A timber footbridge will cross the ditch to improve residents' access to the green corridor.
- 7.37 In the western parcel, at a footpath junction with Farnham Road, the green corridor will be enlarged and offer seated areas, with feature trees, ornamental planting and a grass corridor. A door-step play area will be integrated into the design, in line with the Council's Local Plan and SPD guidance in terms of play location and area. The applicant has also followed Play England *Design for Play* guidelines by providing a range of play opportunities through natural play features such as stepping stones, boulders, timber beams, timber play animals and a train, earth mounding and sensory planting. All public realm spaces will be fully accessible, providing level access where practical and they are DDA (Disability Discrimination Act) compliant. Residents will also be able to easily access Hazel Rise Park, a larger formal open space.
- 7.38 The street tree planting will be set out in a linear fashion. Front gardens will form soft edges to the streets and the boundaries will be defined where possible with hedges or ornamental planting. In addition to paving, parking courtyards will be made visually attractive with soft landscape elements. Small areas of parking will be broken up with plant beds and trees will be integrated in a formal fashion between parking spaces.
- 7.39 As regards the protection of existing trees & hedges (*Condition 11*), a plan has been submitted showing clearly the hedges to be removed and those to be retained and protection by means of temporary fencing, which is satisfactory.

- 7.40 As described in para. 7.3, the community assets will be managed by an estate management company. Because the assets are extensive, *condition 10* required the submission of a *Green Infrastructure and Biodiversity Management Plan*. A separate Management Plan has been approved for the infrastructure, covering the main spine road and its trees and verges, planting on the A120 buffers and the riverside country park (3/16/1251/REM).
- 7.41 The Plan now submitted covers the remaining green areas in both Phases A and B, which are of less ecological interest than the riverside park and the larger of the two open spaces within the development, which is in a later Phase. The Plan proposes a maintenance regime that is more intensive during the first five years when the planting is being established and the replacement of plants and trees that die or are otherwise lost may be required. In respect of pest and weed control the Plan specifies that no pesticides or chemical weed killers shall be used in the communal areas of the site.
- 7.42 It is suggested that the Plan should be reviewed and updated every 5 years and in the event of storm damage, etc., with any changes to be approved by the Local Planning Authority. The Herts Ecology Advisor has recommended some amendments to the Plan and they should be secured by recommended condition 6.

8.0 Planning Balance and Conclusion

- 8.1 Clear parameters for the development were established at outline stage, which were set out on the parameters plan and secured by conditions and the s.106 agreement.
- 8.2 The proposals will help to deliver the Council's housing delivery targets, at a density and mix that is compatible with the outline permission.
- 8.3 The description of design and landscaping above demonstrates that Phase B will offer open spaces, layout and architecture of a high quality, including social spaces that reflect garden city/suburb principles very well. Also important are the footpaths and cycleways that provide easy access to open spaces,

encouraging social interaction within the community and healthy living.

- 8.4 Arrangements will be in place for the maintenance of the open land, highways, drainage and landscaping in perpetuity in accordance with emerging District Plan Policy DES3 and the Neighbourhood Plan, the cost being met by an annual management fee charged against all the properties.
- 8.5 *Conclusion.* The details of Phase B add up to a well-designed development, in accordance with the outline permission and parameters plan and the approved details of Phase A. It includes design features that are compatible with the concept of a garden suburb. Any deficiencies in design or technical requirements are minor and carry little weight in coming to the recommendation that planning permission be granted.

RECOMMENDATION

That planning permission be **GRANTED** subject to the conditions set out below:

Conditions

1. Approved plans (2E103)
2. Materials of construction (2E111)
3. All hard landscaping shall be carried out in accordance with the approved drawings unless otherwise agreed in writing by the Local Planning Authority. The schedule of trees, shrubs and grasses on drawing BLS-001 Rev.PL8 shall be implemented across the whole of Phase B at the size, mix and density specified in the schedule. Any trees or plants that within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason

To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved designs, in accordance with policies ENV1 and ENV2

of the East Herts Local Plan Second Review April 2007 and national guidance in section 7 of the National Planning Policy Framework.

4. The construction of the streets and shared private courts to be maintained by the Hazel End Management Company, Affordable Housing Providers or an Apartment Management Company, (as shown on drawing 17.012/006 Rev.A) shall not be commenced until drainage, street lighting and constructional details have been submitted to and approved in writing by the Local Planning Authority. The details shall also include the proposed maintenance regime for those streets and the means of funding it in perpetuity. The development shall thereafter be constructed and maintained in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason

In the interests of highway safety, the visual amenities of the locality and the long term maintenance and renewal of those highways.

5. Prior to the commencement of construction of the affordable housing, a plan shall be submitted to and approved by the Local Planning Authority showing the allocation of affordable rented and shared ownership properties across Phase B.

Reason

To ensure that the tenure mix is in accordance with the housing needs identified by the Local Planning Authority.

6. Prior to the implementation of the landscaping proposals hereby approved, amendments to the Green Infrastructure and Biodiversity Management Plan shall be submitted to and approved by the Local Planning Authority to put into effect the amendments by Herts Ecology in their consultation letter of 06 September 2017. These will include details of grassland species mixes, the removal of grass cuttings, hedge management in respect of nesting birds and provision for hedgehogs.

Reason

To ensure satisfactory maintenance of the green infrastructure and the welfare of local animal species.

7. Prior to the occupation of any dwelling, the noise mitigation measures for that dwelling as described in the Revised Noise Assessment Report dated 29 August 2017 (prepared by Ramboll

Environ) shall be installed in accordance with the report's recommendations to the satisfaction of the Local Planning Authority.

Reason

In the interests of the amenities of the occupiers of the dwellings.

8. Retention of parking space (3V20)

Informatives

1. 19SN5 – Street naming and Numbering

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, 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 2015. The balance of the considerations having regard to those policies is that permission should be granted.

KEY DATA

Residential Development

Residential density	40 units/Ha	
	Bed spaces	Number of units
Number of existing units demolished		0
Number of new flat units	1	18
	2	18
	3	0
Number of new house units	1	0
	2	15
	3	42
	4+	35
Total		

Affordable Housing

Number of units	Percentage
33	26%

Non-Residential Development

Use Type	Floorspace (sqm)
None	

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	18 x 1.25 = 22.5
2	1.50	33 x 1.50 = 49.5
3	2.25	42 x 2.25 = 94.5
4+	3.00	35 x 3.00 = 120
Total required		287
Proposed provision		291

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	18 x 1.50 = 27
2	2.00	33 x 2.00 = 66
3	2.50	42 x 2.50 = 105
4+	3.00	35 x 3.00 = 105
Total required		303
Accessibility reduction	Up to 25%	-5%
Resulting requirement		288
Proposed provision		291