

DEVELOPMENT MANAGEMENT COMMITTEE – 17 JULY 2019

Application Number	3/18/1228/FUL
Proposal	Erection of 8no. dwellings, new access and landscaping.
Location	Land West of Hoddesdon Road, St Margaretsbury, Stanstead Abbots
Parish	Stanstead St. Margarets
Ward	Stanstead Abbots

Date of Registration of Application	31 May 2018
Target Determination Date	9 November 2018
Reason for Committee Report	Member referral
Case Officer	David Snell

RECOMMENDATION

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

1.0 Summary of Proposal and Main Issues

- 1.1 The application was originally submitted for 10 dwellings on the site and was amended to 8 dwellings and further consultation was undertaken. The 8 dwellings include 6 x 3 bedroom and 2 x 4 bedroom. The access for the site is proposed to be located at the northern end of the site and visibility splays are proposed to address highway safety matters.
- 1.2 The main issues relating to the proposal include the mix of dwellings, the loss of trees, highway safety and improvements, impact on the conservation area and listed buildings.

2.0 Site Description

- 2.1 The site is vacant of buildings and is located on the western side of Hoddesdon Road, within the village of Stanstead Abbots and St.

Margarets. There are a number of trees located on the site, some of which are proposed to be felled, but the majority being retained and pruned. The site lies within the Stanstead Abbots conservation area opposite several listed buildings and it is partly within an area of archaeological significance.

- 2.2 The southern boundary of the site finishes where the A414 bypass is located. Beyond this boundary is the Grade II Listed Rye Common Pumping Station and the Green Belt. The New River forms the western boundary, which is also in the Green Belt. To the north and also adjoining the New River is a terrace of 6 dwellings at 59 – 69 Hoddesdon Road, which were built in the mid-1970s. The eastern side of Hoddesdon Road comprises residential development, including listed buildings fronting Hoddesdon Road. These buildings are all Grade II Listed and include Garden House within the Clock House garden that is opposite the access to the proposed development, St Margarets Farm House at 102 Hoddesdon Road, The Clock House, the Former Granary at St Margarets Farm and the Long Barn at St Margarets Farm.
- 2.3 The eastern side of Hoddesdon Road has a footpath for the length of the development site.

3.0 Planning History

The site does not have any relevant planning history.

4.0 Main Policy Issues

- 4.1 These relate to the relevant policies in the East Herts District Plan National Planning Policy Framework (NPPF). There is no Neighbourhood Plan in final or draft form relevant to this site.

Main Issue	DP policy	NPPF
Principle	INT1, VILL1	Chapter 2 Chapter 11
Design, layout and scale	DES3, DES4, VILL1	Chapter 12

Historic environment	HA1, HA3, HA4	Chapter 16
Housing	HOU1, HOU2, HOU3	Chapter 5
Highways and parking provision	TRA1, TRA2, TRA3	Chapter 9
Biodiversity and Sustainability	DES2, DES3, NE3, CC1, CC2, EQ2, EQ4	Chapter 15
Flood risk and drainage	WAT1,WAT5	Chapter 14

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

5.0 Summary of Consultee Responses

- 5.1 HCC Highway Authority does not wish to restrict planning permission, subject to conditions. It considers that small-scale residential development on the site is acceptable in principle subject to highway safety being improved with the provision of visibility splays, refuse vehicles accessing the site and surface water not flowing onto the road network. The Highway Authority has requested conditions.
- 5.2 Lead Local Flood Authority acknowledges the applicant has submitted a Flood Risk Assessment and Drainage Statement and the scheme utilises infiltration and surface water drainage by permeable paving with the potential to discharge into the public sewer after suitable attenuation. The drainage calculations have included a 40% increase for climate change. The drainage strategy demonstrates that the site is suitable for the development proposed regarding flooding and conditions are proposed.
- 5.3 Environment Agency advises that the proposed development site lies within flood zone 2 and the Flood Risk Assessment should be reviewed by the Local Planning Authority.

- 5.4 EHDC Conservation and Urban Design Advisor does not raise concern with the contemporary architectural approach to the scheme. Units 9 and 10 of the original scheme were requested to be removed and the vegetation near to the A414 requested to be retained as greenspace.
- 5.5 Historic England does not object to the principle of dwellings on the site but raises concerns about the massing, design and use of materials and landscaping within the conservation area. Historic England suggests the Council seek amendments as it considers the development is incongruous with the general character of the conservation area.
- 5.6 HCC Historic Environment Unit comments that the site is likely to have an impact on heritage assets of archaeological interest and requests a condition accordingly.
- 5.7 Herts Ecology notes that the Ecological Appraisal submitted indicates that the site does not support notable ecological interest and no ecological constraints but the wider area has species/features. To ensure there is no net loss of biodiversity on the site a condition is proposed.
- 5.8 Natural England does not consider the proposal will have significant impacts on the Lee Valley Special Protection Area and will not damage or destroy Rye Meads and Amwell Quarry Sites of Special Scientific Interest. It recommends that the decision that there are no likely significant effects is recorded to meet the Habitat Regulations requirements.
- 5.9 EHDC Environmental Health Advisor raises no objections and requests the conditions relating to noise attenuation for internal and external areas, construction hours and the discovery of any unsuspected contamination.
- 5.10 EHDC Waste Services advise that the site should be accessible for a full-sized freighter with a length of 12.1m. The 9.86m provided is inadequate to use the local authority's waste collection service.

(Note: EHDC, East Herts District Council; HCC, Hertfordshire County Council)

6.0 Parish Council Representations

6.1 Stanstead St Margaret's Parish Council advises that many local residents have raised concerns with Parish Councillors about the proposal with respect to highway safety, loss of natural woodland and mature trees in the conservation area and the visual impact during winter months and the impact on wildlife. Other concerns relate to flooding and the sewer main capacity.

7.0 Summary of Other Representations

7.1 Sixty-one letters of objection were received from neighbours in response to the two rounds of consultation. The main objections are summarised below:

- Overdevelopment of a small site;
- Highway safety, access is located on a bend of a busy road with a bus route and is in a dangerous location;
- Vehicles travel faster than 30mph speed limit, which creates difficulties accessing onto the highway;
- Visibility splays do not meet the requested splay by the Highway Authority;
- Development contrary to Government Guidance, 'Manual for Streets' regarding traffic safety, including pedestrian safety;
- Transport Statement submitted does not adequately address health and safety and pedestrian safety of Hoddesdon Road
- Contrary to the key principles of the NPPF on sustainable transport;
- Inadequate pedestrian safety for crossing to footpath on the eastern side of the road. There have been numerous collisions on this part of Hoddesdon Road creating further pedestrian safety concerns;
- Inadequate parking provision;
- Inadequate refuse vehicle access;

- Flood risk and sewerage system capacity issues;
- Modern 3 storey dwellings are out of character;
- Loss of trees and adverse conservation area impact;
- Site should be protected as it is not allocated for housing;
- Loss of wildlife habitat;
- Loss of outlook;
- Train services are already at capacity;
- Lack of school places;
- Adverse impact during construction.

8.0 Consideration of Issues

Principle

- 8.1 The site lies within the village of Stanstead Abbots and St Margarets which is a Group 1 Village, where housing will be permitted subject to VILL1 and other policies of the plan. Therefore the principle of housing development is acceptable.
- 8.2 In accordance with Policy VILL1, developments are required to relate well to the village, be of an appropriate scale, be well designed and in keeping with character, not represent a loss of significant open space or important gap, not represent isolated ribbon development, not block views or vistas and not have a significant impact on amenity of neighbours.

Design, layout and scale

- 8.3 The proposed dwellings are three storeys and the land is slightly higher than the eastern side of Hoddesdon Road, which is visible in the cross section on Drawing No. 196 P02 Rev C. The applicant sought pre-application advice and one request was to ensure that the dwellings had the appearance of being 2 storeys with rooms in the roof as this is the character of some of the dwellings on The Granary, which are also in the conservation area. It is considered that the front elevation achieves this and picks up some of the other designs and materials used in The Granary development with timber panelling and bricks.

- 8.4 The layout of the development makes the most of the adjoining New River with the dwellings having the upper floors as habitable rooms allowing future occupants to enjoy the natural attributes of the site. The room size and dimensions are consistent with national standards. The layout is similar to other recent developments such as The Spinney granted planning permission under planning reference 3/17/0274/FUL for 6 dwellings.
- 8.5 It is unfortunate that some of the trees are required to be removed to ensure there is adequate visibility for pedestrians and drivers, however the trees on the site have not been cared for with many being covered in ivy so the proposed development provides the opportunity of providing much needed maintenance to ensure the long-term survival of the retained trees, which includes the three TPOs on the northeast of the site. Policy DES3 states that where losses of landscape features are unavoidable then compensatory planting and habitat creation will be sought. The maintenance of the trees and of the entire site required by condition will ensure that there is a long-term management plan for the site.
- 8.6 It is considered that the proposed design has made the best possible use of the site with its constraints. This is consistent with Policy DES4 and the NPPF. The location of the car parking areas will enable electric vehicle charging points to be fitted adjacent to the proposed dwellings. The design characteristics of the development therefore carry positive weight.

Historic Environment

- 8.7 The comments from Historic England are noted. However, contemporary design can sit comfortably within a conservation area and it is considered that the proposal respects the nearby historic buildings and conservation area as a whole by trying to retain as many trees on site as possible and locating the proposed dwellings away from the listed buildings, sited around 24 metres from the front of the proposed dwellings.

- 8.8 The Conservation Officer initially raised concerns with the number of dwellings proposed but not their style and design. It is considered that the proposed development preserves the conservation area with the retention of the mature trees at the front of the site and well-designed dwellings behind. The proposal is considered to be consistent with Policy HA4 and conditions are proposed to limit any potential permitted development on the site due to its sensitive location.
- 8.9 The permanent occupancy of the site will also ensure the landscaping is maintained whilst providing 8 additional dwellings in the village thus achieving sustainable development in accordance with Policy HA1 and other relevant policies.
- 8.10 A condition is recommended to provide for archaeological investigation of the site in accordance with Policy HA3.
- 8.11 The heritage impact of the development is considered to be neutral.

Housing

- 8.12 Paragraph 63 of the NPPF provides that affordable housing should not be sought for residential developments that are not major developments (less than 10 dwellings) other than in designated rural areas.
- 8.13 The dwellings have been designed so that there are no habitable rooms on the ground floor as the upper floors would provide better internal amenity for future residents regarding light and outlook.
- 8.14 The mix of 6 x 3 bedroom and 2 x 4 bedroom houses is considered to be satisfactory given the site constraints. The layout has provided good internal amenity and suitable open space areas have been retained on site for biodiversity and amenity reasons.

- 8.15 The dwellings will provide good internal amenity with natural ventilation and insulation to mitigate impacts of climate change. A noise and air quality assessment has been submitted with the application due to the location of the A414. The site is not within or close to an Air Quality Management Area and the site will not generate a significant amount of traffic to impact on air quality. The air quality assessment indicates that the future occupants of the dwellings would not be exposed to significant concentrations of poor air quality.
- 8.16 A condition is proposed to ensuring there are no significant noise impacts both internally and externally.
- 8.17 The provision of eight residential units carries significant positive weight.

Highways and Parking Provision

- 8.18 The site is less than ½ mile (approximately 8 minute walk) from St Margaret's Railway Station therefore travel by rail for some journeys, mostly commuting, is a reasonable prospect. Other services and facilities are within walking distance and therefore in accordance with Policy TRA1 the location of the site will enable sustainable journeys.
- 8.19 The parking requirement is 2.5 spaces for three bedroom and 3 spaces for 4 bedroom units, a total requirement of 21spaces. The site lies within accessibility zone 4 reducing the requirement to 16 spaces. The proposed parking provision is 16 spaces in compliance with the adopted parking standard. Each dwelling is also provided with adequate internal or external space for cycle storage.
- 8.20 Many of the objectors raised concern about the highway safety matters as the proposed access point is located on a bend in Hoddesdon Road and many drivers are considered to exceed the speed limit.

- 8.21 The Highway Authority advise that the development is not considered to have a material impact in terms of trip generation on the local highway network. The Highway Authority note the submission of drawings illustrating the access and visibility splays. With respect to visibility to the south, it is noted that a higher than standard visibility splay has been provided further to comments made previously by the Authority, including those relating to higher speeds of vehicles on this section of Hoddesdon Road and visibility around the bend. The visibility splays has meant some additional trees were required to be removed from the site and some lower level vegetation clearance is required but this was kept to a minimum. This means that this part of Hoddesdon Road will have better visibility for existing users as well as the future occupants of the site. The Highway Authority is satisfied that the existing pedestrian footway provision which is on the eastern side of the road is satisfactory. The proposal is therefore considered to meet the requirements of Policy TRA2 , subject to the conditions required by the Highway Authority.
- 8.22 It is acknowledged that Waste Service advise that the site should be accessible for a full-sized freighter with a length of 12.1m. However, the layout will allow for larger vehicles on site and it is not considered that of itself this would amount to a reason for refusal. The restricted nature of the site provides that the turning circle for this size of vehicle may not be achieved. In the circumstances the applicant therefore proposes that refuse will be collected by a private contractor secured through the sales agreements. This matter is the subject of recommended condition 16 which provides that it be demonstrated that access by the Council's refuse vehicles can be achieved or that other arrangements be detailed and demonstrated and secured prior to the commencement of development.
- 8.23 The highway impact of the development is regarded as neutral.

Biodiversity

- 8.24 Herts Ecology notes that the Ecological Appraisal submitted indicates that the site does not support notable ecological interest and no ecological constraints but the wider area has species/features. They advise that there is no reason to disagree with this conclusion. To ensure there is no net loss of biodiversity on the site a condition is proposed.
- 8.25 A number of conditions are proposed to ensure the site is developed with minimal impacts on biodiversity.
- 8.26 It is acknowledged that there will be some loss of trees but overall the adverse impact on biodiversity is limited.

Flood Risk and sustainable drainage

- 8.27 The Flood Risk Assessment submitted with the application addresses on-site drainage and potential flooding and the proposed dwellings are not proposed to be built on the area of the site that is within the flood zone 2.
- 8.28 Lead Local Flood Authority acknowledges the applicant has submitted a Flood Risk Assessment and Drainage Statement and the scheme utilises infiltration and surface water drainage by permeable paving with the potential to discharge into the public sewer after suitable attenuation. The drainage calculations have included a 40% increase for climate change. The drainage strategy demonstrates that the site is suitable for the development proposed regarding flooding and conditions are proposed.
- 8.29 Subject to these conditions the proposal would not negatively impact on flood risk.

Other matters

- 8.30 It is acknowledged that the proposal has generated significant local objection. However, site is not designated open space such as the land to the west of New River, known as The Wilderness. The proposal is similar to other developments that have been permitted on the strip of land between the New River and Hoddesdon Road, such as that at the Spinney (LPA reference: 3/17/0274/FUL).
- 8.31 The applicant has addressed the concerns raised by consultees, Officers and some objectors with regard to dwelling numbers, highway safety and design.
- 8.32 In order to address climate change adaptation, energy demand and the efficient use of water resources a condition is recommended requiring the submission and approval of the construction and fitting out of the dwellings.

9.0 Conclusion - the planning balance

- 9.1 The proposal will provided 8 family homes within the village boundary. The development has been designed with the site constraints and attributes taken into consideration and will provide a good standard of living accommodation. This must be regarded as a significant positive benefit of the proposal.
- 9.2 The Highway Authority are satisfied that the proposal provides for pedestrian and vehicular safety and parking provision accords with the adopted standard. Subject to conditions, the highway impact of the development is regarded as neutral.
- 9.3 A part of the site lies in Flood Zone 2 but the proposed dwellings are not located in this area and the Flood Risk Assessment has been accepted by the Lead Local Flood Authority. The flood risks associated with the proposal are regarded as neutral.

- 9.4 The proposal preserves the character of the conservation area and there would be no adverse impact on the setting of listed buildings. The heritage impacts of the proposal are regarded as neutral.
- 9.5 The loss of trees from the site is regrettable but this impact is not considered significant given the number that is to be retained and managed.
- 9.6 It is considered that recommended conditions will ensure the proposal in the long-term will have minimal impact on biodiversity.
- 9.7 Overall, the proposal is considered to meet relevant policy requirements and it is regarded as a sustainable form of development. The application is therefore recommended for approval, subject to conditions.

RECOMMENDATION

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

Conditions

1. Three year time limit (1T12)
2. Approved plans (2E10)
3. No development shall take place within the proposed development site until the applicant, or their agents, or their successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, which has been submitted to the planning authority and approved in writing. This condition will only be considered to be discharged when the planning authority has received and approved an archaeological report of all the required archaeological works, and if appropriate, a commitment to publication has been made.

Reason: To ensure any archaeological significance is recorded.

4. No development shall commence (including demolition, ground works, site clearance etc.), but excluding works to undertake site investigations, until a landscaping and mitigation plan that adopts the measures described in Sections 4.6, 4.10, 4.12, 4.14 7 4.15 of the Ecological Appraisal (LUC March 2018) has been submitted to and approved in writing by the local planning authority. This shall include, but not necessarily be limited to, the:
- a) Purpose and biodiversity objectives for the proposed works;
 - b) Detailed design(s) and/or working methods necessary to achieve these objectives (including, the provenance of native trees etc);
 - c) Extent and location of proposed works shown on appropriate scale plans;
 - d) Timetable for implementation;
 - e) Persons responsible for implementing the works;
 - f) Details of initial aftercare and long-term maintenance;
- These works shall be carried out strictly in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To avoid no net loss of biodiversity.

5. Prior to commencement of development, a construction vehicle access will be constructed to base course for the first 12m from the back of carriageway in accordance with a plan that has first been submitted to and approved by the Local Planning Authority.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.

6. Prior to the commencement of the development hereby permitted, a visibility splay measuring 2.4m x 43 metres shall be provided to north of the access and 2.4m x 57m to the south of the access (as illustrated on drawing number MBSK181023-03) where it meets the highway and such splays shall thereafter be maintained at all times

free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

7. Construction of the development hereby approved shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:
 - a) Construction vehicle numbers, type, routing;
 - b) Traffic management requirements;
 - c) Construction and storage compounds (including areas designated for car parking);
 - d) Siting and details of wheel washing facilities;
 - e) Cleaning of site entrances, site tracks and the adjacent public highway;
 - f) Timing of construction activities to avoid school pick up/drop off times;
 - g) Provision of sufficient on-site parking prior to commencement of construction activities;
 - h) Post construction restoration/reinstatement of the working areas.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way.

8. No development shall take place until a detailed surface water drainage scheme for the site in accordance with the FRA and Drainage Statement prepared by Canham Consulting ref.209679 P1 dated 2nd May 2018 has been submitted to and approved in writing by the local planning authority.

The drainage strategy must demonstrate the viability of the scheme and confirm which option will be implemented. Preference should

be given to shallow infiltration and if that is not achievable evidence to not follow the hierarchy of destinations for the discharge of surface water runoff must be provided.

The drainage strategy should subsequently demonstrate how the infiltration based scheme will be able to cater for the surface water runoff generated by the new development. Alternatively, if infiltration based strategy is demonstrated to not be feasible, details of an alternative feasible drainage strategy based upon attenuation and discharge into watercourse or surface water sewer should be demonstrated achievable.

The scheme shall subsequently be implemented in accordance with the approved details.

The scheme shall as a minimum include:

- detailed drainage design supported by suitable calculations for all rainfall return periods up to and including the 1 in 100 year + climate change event for the entire site area not just impermeable areas
- evidence of ground conditions and permeability including BRE Digest infiltration tests undertaken on the proposed location of the infiltration features
- if infiltration is not feasible an attenuation based drainage strategy including any SuDS feature required, final required volume and discharge rate, the exact location and connectivity to the public sewer or to the ordinary watercourse with evidence that the receiving system is suitable.
- Engineering details of all the SuDS feature should be provided and in line with The SuDS Manual (CIRIA C-753)

Reason: To ensure the feasibility and the suitability of the drainage scheme.

9. Prior to the completion of the foundations, samples of external materials of construction shall be submitted to and approved in writing by the Local Planning Authority and the development shall

thereafter be implemented in accordance with the approved materials.

Reason: In the interest of the appearance of the development and in accordance with Policies ENV4 and DES4 of the East Herts District Plan.

10. Prior to completion of the foundations, a scheme for protecting the proposed dwellings and external amenity space from noise from road traffic has been submitted to and approved in writing by the local planning authority.
None of the dwellings shall be occupied until such a scheme has been implemented in accordance with the approved details, and shown to be effective, and it shall be retained in accordance with those details thereafter.

Reason: In order to ensure an adequate level of amenity for residents of the new dwellings in accordance with Policy EQ2 of the East Herts District Plan.

11. Before occupation of the development, the new access serving the development shall be completed in accordance with the drawing number MBSK181023-03 and constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.

12. 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 and fully completed in accordance with the approved in principle plan.

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.

13. The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment and Drainage Statement prepared by Canham Consulting ref.209679 P1 dated 2nd May 2018 and the following mitigation measures as detailed within the above mentioned report.

The scheme must provide either a permeable paving (infiltration scheme option - dwg 209679-SK004-P1), a combination of permeable paving, attenuation tank with flow control valve restricting the final discharge rate to the combined public sewer (TW sewer scheme option – dwg 209679-SK005-P1) or to the ordinary watercourse along 'The Granary' to the east of the site.

The required attenuation volume will be designed to accommodate the volume of water generated by the development up to the 1 in 100 year storm event including a 40 % allowance for climate change.

The mitigation measures shall be fully implemented prior to occupation in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

14. In connection with all site demolition, site preparation and construction works, no plant or machinery shall be operated on the premises before 0730hrs on Monday to Saturday, nor after 1830hrs on weekdays and 1300hrs on Saturdays, nor at any time on Sundays or bank holidays.

Reason: To safeguard the amenity of residents of nearby properties, in accordance with policies EQ2 of the East Herts District Plan.

15. Upon completion of the development a final management and maintenance plan shall be supported by a full set of as-built drawings, a post-construction location plan of the SuDS

components cross-referenced with a maintenance diagram to secure the operation of the scheme throughout its lifetime.

Reason: To ensure the SuDS components are fully recorded.

16. Prior to the commencement of the development hereby approved details of the provision of refuse collection from the site shall be submitted to and approved in writing by the local planning authority. The details shall include:

Full details (in the form of scaled plans and / or written specifications), shall be submitted to and approved in writing by the Local Planning Authority to illustrate the following:

- a) Access arrangements for vehicles expected to access the development including a swept-path analysis (Mercedes-Benz Econic vehicle, or as specified by East Herts District Council refuse services), or
- b) Details of the form of private refuse collection and how these arrangements are secured for the benefit of residents of the site.

Refuse collection arrangements shall be secured prior to first occupation of the development and shall thereafter be retained.

Reason: In the interests of amenity in accordance with Policy DES4 of the East Herts District Plan 2018.

17. Prior to the completion of foundations details of the design and construction of the dwellings and to demonstrate how the design, materials and operation of the development minimises overheating in summer and reduces the need for heating in the winter to reduce energy demand and reduces water demand shall be submitted to and approved by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: To adapt to climate change, reduce carbon emissions and efficiently use water resources in accordance with Policies DES4, CC2 and WAT4 of the East Herts District Plan 2018.

Informatives

1. Other legislation (OL01)
2. Street naming numbering (19SN)
3. Further general advice on waste provision for developments is available at <http://www.north-herts.gov.uk/home/planning/waste-and-recycling-provision> The bin requirements stated there are specific to North Herts, but the rest of the advice is general.
4. The applicant is advised that any unsuspected contamination that becomes evident during the development of the site should be brought to the attention of the Local Planning Authority and appropriate mitigation measures agreed.
5. Highways works (05FC02)

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 East Herts District Plan, 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	dwellings/Ha	
	Bed spaces	Number of units
Number of existing units demolished		
Number of new housing units	1	
	2	
	3	
Number of new house units	1	
	2	
	3	6
	4+	2
Total		8

Residential Vehicle Parking Provision

Parking Zone		
Residential unit size (bed spaces)	Spaces per unit	Spaces required
1	1.5	
2	2	
3	2.5	15
4	3	6
Total required		21
Accessibility reduction	75- 100%	
Resulting requirement		16
Proposed provision		16