

DEVELOPMENT MANAGEMENT COMMITTEE – 5 FEBRUARY 2020

Application Number	3/19/1024/FUL
Proposal	Detailed planning application for the erection of 254 dwellings, associated parking, landscaping and amenity space along with vehicular and pedestrian access from Thieves Lane and Welwyn Road.
Location	(HERT3) Land West Of Thieves Lane Hertford, SG14 2EJ
Parish	Hertford Town Council
Ward	Hertford Sele

Date of Registration of Application	16 May 2019
Target Determination Date	20 August 2019
Reason for Committee Report	Major application
Case officer	Rachael Collard

RECOMMENDATION

That planning permission be **GRANTED** subject to a legal agreement/the conditions/the reasons set out at the end of this report.

1.0 Summary of Proposal and Main Issues

- 1.1 The site forms part of the development strategy in the East Herts District Plan 2018 as detailed in Policies DPS1, DPS2 and DPS3, and Hertford Policies HERT1 and HERT3. The site is allocated for a residential development of around 250 homes.
- 1.2 The site subject of this report comprises land to the south of Welwyn Road/west of Thieves Lane to the west of Hertford. It is a strategic allocation within the District Plan. The HERT3 allocation within the District Plan is a split site comprising two parcels of land: Land north of Welwyn Road and land south of Welwyn Road/West of Thieves Lane, both land parcels are to be built out independently. The parcel of land subject of this report is the land south of Welwyn Road/West of Thieves Lane.

- 1.3 The District Plan allocation states that the HERT3 allocation as a whole will deliver a minimum of 550 homes, with around 250 homes being provided on the land South of Welwyn Road/West of Thieves Lane.
- 1.4 The application that proposes 254 residential dwellings with associated parking, landscaping, amenity space and vehicular and pedestrian accesses from Thieves Lane and Welwyn Road.
- 1.5 The application submission follows from the decision of the Council on 5th March 2019 to endorse the Masterplan Framework as a material consideration for development management purposes.
- 1.6 The main issues for consideration are:
 - Principle of Development
 - Compatibility with the Masterplan Framework
 - Design and layout
 - Impact on Heritage Assets
 - Highway impact mitigation and parking provision
 - Flood risk management,
 - Infrastructure delivery

2.0 Site Description

- 2.1 The site comprises 9.3ha of land located on the west side of Hertford. Welwyn Road passes along the northern boundary, Thieves Lane passes along the eastern boundary with woodland and Panshanger Park seen along the southern and western boundaries.
- 2.2 The land is an open, undeveloped piece of greenfield land used for arable farming, it lies to the west of Hertford and is on the edge of the settlement, adjacent to existing residential properties located on the opposite side of Thieves Lane and Welwyn Road. A

designated public right of way footpath runs through the site and leads into Blakemore Wood.

- 2.3 Prior to the submission of this application, the details of the proposed development have been the subject of a request for a Screening Opinion under the Town and County Planning (Environmental Impact Assessment) Regulations 2017, to determine whether or not the proposed development should be accompanied by an Environmental Impact Assessment (EIA).
- 2.4 The Local Planning Authority considered the request and determined that whilst the proposal amounts to an Urban Development Project where the development includes more than 150 dwellings within the Infrastructure Projects category 10(b) of Schedule 2 of the Town and Country Planning Environmental Impact Assessment, Regulations 2017. As such the proposal has been screened to determine whether significant effects are likely. It has been concluded that the proposals do not constitute EIA development. Accordingly, the application is not required to be accompanied by an Environmental Impact Assessment.

3.0 **Planning History**

- 3.1 There is no relevant planning history for the site.

4.0 **Main Policy Issues**

- 4.1 These relate to the relevant policies in the East Herts District Plan and the National Planning Policy Framework 2018 (NPPF) and the Consultation Draft (Reg14) Sele Neighbourhood Area Plan 2018-2033. The emerging neighbourhood plan policies are at a relatively early stage and whilst they are material to the consideration of the planning application they can only be afforded limited weight.

Key Issue	District Plan	Neighbourhood Plan	NPPF
Principle of development	INT1, DPS1, DPS2, DPS3, DPS4, HERT1, HERT3, DEL1, DEL2, CC1, CC2		Chapter 2 Chapter 6 Chapter 4
Delivery of Housing	HERT3, HOU1, HOU2, HOU3, HOU7, HOU8		Chapter 5
Design Quality	HERT3, DES1, DES2, DES3, DES4, DES5, HA1, HA3, HA7, HA8	HSHT2, HSHT3, HSHT4, HSHE1, HSHE2, HSHE3, HSHE4, HSHE6, HSHE8, HSHE9	Chapter 12 Chapter 16
Impacts on neighbour amenity and occupiers	DES3, DES4, CFLR1, CFLR3		Chapter 16
Highway, parking and transport impacts	TRA1, TRA2, TRA3	HSHT6, HSHT7, HSHT8	Chapter 9
Flood risk and drainage	WAT1, WAT2, WAT3, WAT4, WAT5, WAT6	HSHE4	Chapter 14
Other Planning Considerations	NE3, NE4, CC1, CC2, EQ1, EQ2, EQ3, EQ4		Chapter 14
Viability and delivery of Infrastructure	DEL1, DEL2, CFLR1, CFLR3, CFLR7, CFLR9, CFLR10	HSC1, HSC4	Chapter 5

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

5.0 Summary of Consultee Responses

- 5.1 Hertfordshire County Council Highways – No objection subject to conditions and s106 contributions
- 5.2 Hertfordshire Constabulary – Supportive of the application
- 5.3 EHDC Housing advisor – No objections subject to the 40% affordable housing provision.
- 5.4 Affinity Water – No objections, however the site is located within an Environment Agency defined groundwater Source Protection Zone (GPZ). Works and operation of the proposed development shall be in accordance with the British Standards.
- 5.5 Thames Water – No objection
- 5.6 Hertford Civic Society – Positive commentary on aspects of the scheme. However, the comments note that additional infrastructure is required within the site.
- 5.7 Lead Local Flood Authority – No objection subject to conditions
- 5.8 Environment Agency – Make no comment and recommend that the requirements of the NPPF and NPPG are followed.
- 5.9 Natural England – No comments.
- 5.10 EHDC Environmental Health Advisor – No objections, subject to conditions.
- 5.11 EHDC Waste Services – No objections, subject to conditions additional information required.

- 5.12 The Gardens Trust – Object to the development on the grounds of harm to the setting of a Grade II* landscape, to the potential harm to the woodland from inadequate access provision at the southern end onto FP 29 and 32 and to the urban nature of the design of the buildings. Development causes substantial harm to the setting of this heritage asset and thus to its significance.
- 5.13 Historic England – Raises concerns regarding this application on heritage grounds.
- 5.14 HCC Historic Environment –No objections subject to conditions
- 5.15 HCC Growth and Infrastructure Unit – No objection subject to contributions
- 5.16 HCC Minerals and Waste - Due to the constraints and overall small quantity of mineral present, the county council, as Minerals Planning Authority, would not on this occasion seek substantial prior extraction of the mineral at this site. The county council therefore agrees with the conclusions of the report. While prior extraction may not be appropriate, the proposal may give rise to the opportunistic extraction. With a low overburden, access to the mineral resource would be relatively simple and the resources gained can then be used beneficially on site, reducing the need to import material.
- 5.17 EHDC Landscape Advisor – No objections
- 5.18 Welwyn Hatfield Borough Council – No objections
- 5.19 Hertfordshire Ecology – No objections subject to conditions
- 5.20 Herts and Middlesex Wildlife Trust – No objections subject to conditions
- 5.21 Friends of Panshanger Park – Object to scheme on the grounds that there is no designed access into Panshanger from the bottom

of the site and the boundary treatments are not robust enough to stand up to likely incursions over time.

5.22 East and North Hertfordshire CCG – No objections subject to s106 contributions towards NHS services.

5.23 EHDC Conservation Advisor – No objections

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

6.0 Town Council Representations

6.1 Hertford Town Council –state that their comments made previously on the application remain unchanged and stressed the need for provision for local infrastructure in education, health and local transport. It is expected the recommendations of the sustainability report to be adopted. Concerns remain that the properties in the development are not future proofed with alternative to gas central heating. It is expected that the proposed 40% housing mix will be delivered.

7.0 Summary of Other Representations

7.1 The application has been advertised by neighbour consultation to local residents and businesses, by press and site notices. 41 responses have been received objecting to the proposal on grounds summarised as:

- Lack of parking;
- Traffic issues;
- Pressure on amenities in the area;
- Pressure on healthcare, doctors, dentists, schools and nursery places;
- Water pressure and internet access;
- Lack of affordable housing;

- Area is known for sink holes, loose gravel sediments and land shifts, this development risk displacing settled land.
- Polluted surface water will drain into adjacent areas damaging the surrounding park land;
- Impact on wildlife;
- Impact on woodland and Panshanger Park;
- Loss of Greenbelt land;
- Highway safety;
- Property values are being eroded;
- Crime levels will increase;
- Noise and dust during construction;
- Loss of privacy;
- Retain the existing public right of way crossing the site;
- Use of vehicle electric charging points is required for all dwellings and provision for communal spaces;
- Use of sustainable measures are required;
- Speed limits around the area should be reduced;
- Safe cycling routes are necessary;
- Creation of rat runs.

8.0 Consideration of Relevant Issues

Principle of Development

- 8.1 The application site together with the land to the north of Welwyn Road forms an allocated strategic site under policy HERT3 of the District Plan development strategy for housing growth in the District as detailed in policies DPS1, DPS2, DPS3 and HERT3. Policy HERT3 is allocated to provide a minimum of 550 homes by 2022, with around 300 homes being provided to the north of Welwyn Road and around 250 homes south of Welwyn Road/West of Thieves Lane.
- 8.2 Given the designation of the site for this form of development within the District Plan, it is considered that the principle of residential development is acceptable, subject to the detailed consideration set out below.

The Masterplan Framework

- 8.3 Policy DES1 of the District Plan requires that all significant proposals will be required to prepare a Masterplan setting out the quantum and distribution of land uses, sustainable high quality design and layout principles, necessary infrastructure, the relationship between the site and adjacent land uses, landscape and heritage assets and other relevant matters, The Masterplan has been prepared collaboratively with the Council, town and parish councils and other relevant stakeholders.
- 8.4 The Masterplan Framework was developed in consultation with officers though pre-application discussions. A Steering Group was set up and comprised officers, local ward members and representatives from Hertford Town Council, town and other relevant stakeholders.
- 8.5 The Masterplan Framework sets out key master planning principles that the site as a whole will meet and was endorsed by full council on 5th March 2019 as a material consideration for development management purposes. The Masterplan Framework addresses sustainable credentials and the pedestrian routes throughout the site. The application proposal is considered to be in accordance with the Masterplan Framework and this carries positive weight.

Design and layout

- 8.6 The NPPF sets out the view of the Government in respect of good design, indeed this is noted as forming a key aspect of sustainable development as it can contribute positively to making places better for people. In particular paragraph 124 of the NPPF sets out that, amongst other things, *“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*.

- 8.7 Policies DES2, DES3, DES4 and DES5 seek design quality that respects the constraints of a site and integrates landscaping into the design to minimise impacts on the landscape character.
- 8.8 The layout consists of the provision of 254 units comprising of houses and flats. A main access road runs through the site from Welwyn Road to Thieves Lane with a secondary road and more minor shared access roads serving groups of dwellings.
- 8.9 A public right of way passes through the top of the site from Welwyn Road into Blakemore Wood. This is to be maintained; an e-mail to the Highway Authority confirmed '*this is tarmac for the majority and 2m in width*'. The hard surfaced width is acceptable, but a total minimum width of 3 metres (i.e. grass verges retained either side as part of the right of way route) is required, and this is addressed by recommended condition 15. The HCC rights of way officer does not raise an objection to this subject to conditions.
- 8.10 In addition a pedestrian access is proposed in the south western corner of the site providing an additional access into Panshanger Park increasing permeability through the site. Due to part of this access crossing land that does not form part of the application site, the applicant is working with the land owner to achieve this access. As such it is considered reasonable to require this through the s106 agreement.
- 8.11 The overall layout of the scheme is considered to be acceptable with active frontages facing out onto Thieves Lane and Welwyn Road as well as active frontages within the site itself. Areas of soft landscaping will be maintained along the site edges providing a buffer with the woodland to the south and west. A condition has been imposed requiring details of landscaping to be submitted.
- 8.12 During the course of the application, amendments have been sought, particularly in relation to those landmark buildings located on the roundabout junction. The applicant recognises the importance of a suitable design approach due to the prominence

of these buildings within the public realm. The Council's Urban Design Officer raises no objections in relation to this element of the scheme and in addition the buildings are well set back from the edge of the highway resulting in a pleasant soft landscaped setting.

- 8.13 Properties fronting Welwyn Road and Thieves Lane are set back from the highway and in addition suitable separation distances are maintained between properties ensuring that sufficient gaps between dwellings are maintained to avoid an overly cramped environment.
- 8.14 The layout is characterised by five distinct character areas and the dwellings within each of these character areas vary. Across the site the properties sought are predominantly two storeys in height, although the flatted blocks and some larger town house style dwellings are three storeys in scale. In addition single storey garages and car ports are proposed, although some properties feature accommodation within the roof space.
- 8.15 The proposed dwellings are considered to be of traditional design with various design elements that add interest to the elevations. These are reflective of the predominant traditional style architecture of Hertford. However it should be noted that there are some buildings that are more contemporary in design reflective of some of the more recent developments within the vicinity of the site. There are a variety of house designs and street layouts with an emphasis on permeability for pedestrians along streets designed to slow vehicular movement. A mixture of single storey garages and car ports are also proposed.
- 8.16 Overall, it is considered that the design and layout of buildings are of a good quality and is in accordance with Policies HERT3 and DES4 of the District Plan and carries positive weight.
- 8.17 Policy HERT3 (d) requires demonstration of the extent of the mineral that may be present and the likelihood of prior extraction in an environmentally acceptable way has been considered. The

application is supported by a Mineral Resources document. This document provides an assessment following investigations of the land for minerals. The conclusion is that there is a resource of clayey gravel, however with the application of surface constraints the workable area becomes too small and the resultant excavation would be too deep and steep to offer an economic practicable mineral excavation. The County Council Minerals and Waste officer has not objected to the application but requests that the proposal may give rise to opportunistic extraction with materials being used on site. As such it is considered that the extraction of minerals has been suitably explored and therefore complies with this aspect of the HERT3 policy.

Healthy and Safe Communities

- 8.18 There are a small number of parking courts within the development. Following initial concerns raised, the design of the parking courts have been slightly amended so that they are now accessed via under-crofts, which will define private spaces, and each courtyard and area of parking is overlooked by neighbouring properties providing natural surveillance. A condition is recommended which requires the installation of gates where necessary.
- 8.19 The Hertfordshire Police Crime and Prevention Advisor has no concerns regarding the development and is satisfied that the development will achieve the Police Preferred minimum security standard that is Secured by Design. The proposal therefore complies with policy DES5 of the District Plan.
- 8.20 The proposals also seeks to provide for areas of public open space and includes a buffer around the perimeter of the site with the adjacent woodland, a central boulevard providing views and greenery from the roundabout junction towards the woodland and a central green which will include a Local Equipped Area of Play (LEAP) is to be provided. The details provided show various pieces

of play equipment which are considered to be acceptable and in compliance with policy HERT3 (m) of the District Plan.

- 8.21 These provisions are regarded as positive benefits of the proposal.

Neighbour impact

- 8.22 Policy DES4 requires a high standard of design, avoiding significant detrimental impact on the amenity of neighbouring occupiers, ensuring their environments are not harmed by noise and disturbance, or by inadequate daylight, privacy and overlooking. Noise and light pollution is the subject of policies EQ2 and EQ3 respectively. Good relationship between new and existing development is one of the themes underlying the well-designed places guidance in the NPPF.
- 8.23 The proposed site is surrounded by Blakemore Wood to the west and Chesher's Plantation to the south. As the site fronts onto Thieves Lane and Welwyn Road it lies opposite residential development and Sele School. The proposed development would feature residential properties fronting Welwyn Road with a predominantly two storey scale, although the built form rises to three storeys adjacent to the roundabout and then reduces to two storeys along the Thieves Lane frontage. The character and scale of the surrounding residential area is generally two storeys in scale, however it is Carlton Court which is located nearby at its highest is three storeys. It is considered that overall the development respects the domestic character of the surrounding area.
- 8.24 It is important to assess the impact the proposed development will have on the occupiers of Welwyn Road, Elizabeth Close, Carde Close, Norwood Close and Lawrence Close. Due to the overall scale of these buildings and the separation distances maintained it is not considered that the proposal would result in significant harm to the residential amenity of the occupiers of existing properties. With regards to the dwellings located on Thieves Lane, Turpins Close and Ladywood Road due to the scale of the dwellings forming part

of the proposed development and the distance achieved from these dwellings, no concerns are raised regarding amenity. Therefore the proposed development is considered to be in accordance with policy DES4 (c).

- 8.25 The distances maintained between the housing within the site itself are considered to be acceptable.

Impact on Heritage Assets

- 8.26 The site immediately adjoins the Grade II* Panshanger Registered Park and Garden. The relevant District Plan policies, HA1 require that development proposals preserve and where appropriate enhance heritage assets and policy HA8 requires development proposals to protect the special historic character, appearance or setting of those sites listed on the Historic England 'register of Historic Parks and Gardens'. In addition policy HERT3 (k) requires consideration of the 'Panshanger Park and its environs Heritage Impact Assessment (HIA), July 2016'. The NPPF requires '*When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.*'
- 8.27 It is acknowledged that as a result of development the urban environment of Hertford extends across Thieves Lane into an area that has historically formed land that is agricultural in character, with the Registered Park immediately adjacent to its boundary. The HIA suggests that a buffer zone is maintained between any development and the boundary to ensure there is some separation between it and the urban area.
- 8.28 It is noted that concerns have been raised by Historic England as the proposed development erodes the small rural buffer that survives between the eastern end of Panshanger and existing

development at Hertford enclosing the historic designed landscape with urban development, representing some harm to the significance of the registered park and garden. The Gardens Trust have raised an objection to the application citing that the site was historically part of Panshanger Park and advises that development causes substantial harm to the setting of the heritage asset.

- 8.29 Whilst it is acknowledged that there is some development within an area which the HIA suggests to be retained as open, the scheme does seek to provide a buffer to the southern end of the site, providing separation and ensures that development is not hard up against the edge of the site. The issue appears to be where there is a small gap between the two woodland areas which enable some views through into the application site. It is noted that some young trees have been planted and therefore in time these would mature helping to screen the development. It is also noted that amendments to the road results in clearer views towards Panshanger Park. Whilst some views of the development would be possible from within Panshanger Park itself, these views would be of dwellings within longer views. It is considered that whilst the development would result in some harm, this would be 'less than substantial harm'. Therefore the degree of harm should be weighed against the public benefits arising from the development. The proposal would deliver a significant number of new homes of which a proportion would be affordable housing in accordance with the development strategy of the District Plan and it is considered that this outweighs the less than substantial harm to the heritage asset.

Archaeology

- 8.30 In accordance with Policy HA3 where a site has the potential to include heritage assets with archaeological interest an appropriate desk based assessment is required to be submitted as part of an application. The site is not located within an area of archaeological significance but given its size and location it has the potential to contain assets of archaeological interest. It is therefore considered

that conditions should be imposed on any grant of permission requiring additional information to be submitted.

Highway Impacts and parking

- 8.31 Policy TRA1 relates to sustainable transport measures and sets out that development proposals should primarily be located in places which enable sustainable journeys to be made, ensuring that a range of sustainable options are available and ensure that site layouts prioritise the provision of modes of transport other than the car. Policies TRA2 and TRA3 require proposals to ensure safe and suitable access and suitable parking provision. Paragraphs 108 and 110 of the NPPF places emphasis on the importance of sustainable travel.
- 8.32 Hertfordshire County Council's Local Transport Plan 4 (2018) also places a much greater emphasis on the importance of sustainability and accessibility. Policy 1 states that the first step to consider is that 'opportunities to reduce travel demand and the need to travel' are identified. After that, the needs of vulnerable road users (such as pedestrians and cyclists), then passenger transport users, must come ahead of those who use motorised forms of travel.
- 8.33 The Highway Authority has been consulted on the application and do not wish to raise any objections to the scheme, subject to conditions and on the basis of the agreed highway obligations and mitigation measures. These will be explained in more detail below.
- 8.34 New accesses will be taken from Welwyn Road and from Thieves Lane. In accordance with the details submitted, both accesses are considered to be acceptable by the Highway Authority. The applicant has undertaken modelling of various junctions within the vicinity of the site. The modelling has included the additional traffic arising from the other HERT3 site and the developers for both HERT3 sites have used same transport consultant,.

- 8.35 It is concluded that as a result of the two HERT3 development sites, traffic increase cannot be considered 'severe' in the context. Of highway capacity.
- 8.36 As the bus will operate along the main spine road, the Highway Authority will need to adopt this. In addition the new footway connecting the two new crossings at Welwyn Road/Thieves Lane roundabout is likely to be adopted to the new bus layover on Welwyn Road. A condition is recommended requiring the road to meet the correct technical standards.
- 8.37 A number of off-site highway works have been agreed as part of the development, and revised plans have been submitted to reflect these. Drawing number 3878-SK-014/P07 shows the full extent of highway works.
- 8.38 The agreed highway works include almost the entire stretch of Thieves Lane to be narrowed slightly to place an emphasis away from a 'movement' focus to more of a 'place' focus. This provides a better environment to facilitate sustainable travel movements and help deter the private vehicle. The speed limit of much of Thieves Lane will also be reduced from its current speed limit of 40mph down to 30mph, although it is recommended that retaining a short stretch of 40mph at the southern end to act as a buffer from the derestricted A414.
- 8.39 The existing extent of 30mph speed limit along Welwyn Road is to be extended very slightly to the west, with a gateway restriction feature included.
- 8.40 Drawing number 3878-SK-005/P05 shows the treatment to be applied to the Welwyn Road/Thieves Lane roundabout. This tightens up the roundabout to create a more pleasant environment for those travelling on foot and bicycle, and overall creates a safer environment. Raised islands on approach and centrally are shown on the plan to help ensure vehicles navigate the roundabout properly. Tracking diagrams have been submitted of refuse and

bus vehicle movements, and are accepted. It also shows a raised parallel crossing on the western arm to facilitate pedestrians and cyclists safely across the road, and a raised zebra crossing is shown on the southern arm.

- 8.41 Drawing number 2900-SK-016/RevD shows the Welwyn Road/Windsor Drive roundabout tightened up slightly and placed on a raised table. The northern arm (Windsor Drive) shows a better crossing point for pedestrians as the carriageway width is narrower meaning pedestrians have less distance to cross. Pedestrian dropped kerbs and tactile paving are included either side of this arm, and it links to the new shared footway/cycleway to be provided along Welwyn Road. Whilst there are some aspects of the plan that need amending (e.g. the start of the raised table on the west arm should be extended slightly further west), it is acceptable for planning purposes.
- 8.42 As part of the policy HERT3 (h) a new 3 metre wide shared footway/cycleway is proposed on the northern side of Welwyn Road, from the new parallel crossing on the west arm of the Welwyn Road/Thieves Lane roundabout to the existing zebra crossing on the east arm of the Welwyn Road/Windsor Drive mini roundabout. Beyond this point, the Highway Authority is developing a scheme to implement a shared footway/cycleway along Welwyn Road and North Road to Hertford North Station.
- 8.43 Welwyn Road currently has a footway (of varying width) along the northern side of the carriageway from the Bentley Road junction to the Alexander Road junction. The applicant proposes to provide a shared footway/cycleway, 3 metres in width west of the Welwyn Road/Thieves Lane junction to the east of the Welwyn Road/Windsor Drive junction. In addition the Welwyn Road/Windsor Drive mini roundabout will be altered facilitating pedestrian and cycle movements over the Windsor Drive arm.
- 8.44 The Transport Assessment lists the following tactile paving provisions at existing junctions:

- Bentley Road / B1000 Welwyn Road;
- Carde Close / Carlton Avenue;
- Edmunds Road / Calton Avenue; and
- Neal Court / North Road.
- Fordwich Rise / B1000 Welwyn Road (western access to Fordwich Rise);
- Fordwich Rise / B1000 Welwyn Road (eastern access to Fordwich Rise);
- Sandy Close / B1000 Welwyn Road;

8.45 The Highway Authority considers that the first four bullet points lie beyond the scope of this development and are more appropriately related to the Archers Spring site (HERT3). The remaining three bullet points are to be included within an HCC ITP scheme. The Highway Authority consider that a pooled financial contribution towards these would normally be appropriate, however the cost of the off-site highway works which the applicant is delivering directly through conditions (section 278 agreement) is at least as much as the headline toolkit figure in this respect. As these works have a wider public benefit, it is not considered justified to seek a separate financial contribution towards wider schemes.

8.46 Policy 2 of Hertfordshire County Council's Local Transport Plan 4 (2018) states that: "The County Council will encourage the location of new development in areas served by or with the potential to be served by, high quality passenger transport facilities so they can form a real alternative to the car, and where key services can be accessed by walking and cycling".

8.47 Policy HERT3 IV (h) states that this site should provide 'enhanced passenger transport services (including, inter alia, improved service provision and the provision of new bus stops and shelters on B1000 Welwyn Road'.

8.48 As much of this site falls outside the recommended 400 metres distance from an active bus stop, and many key facilities/amenities

lie beyond commonly accepted walking and cycling distances, the Highway Authority considers it necessary for existing bus services in the area to be extended into the site, with appropriate supporting infrastructure.

- 8.49 The Highway Authority met with the developer for the HERT2 site, Arriva, and the officers to discuss the potential for extended bus routes across the wider Hertford area, and it was concluded that this would be financially viable in the long term on the basis of pooled financial contributions from the HERT2 site and the two developments at the HERT3 site.
- 8.50 Bus number 395/6 has been identified as a viable service to be enhanced and re-routed in this way. Arriva prefers all 3 developments to be re-routed together.
- 8.51 The HCC Network and Travel Planning team state that the gross cost of each additional vehicle (before passenger revenue) is £170,000 per annum, and two vehicles are to maintain the frequency to 20 minutes. This equates to £1.7 million. A proportional split of this amount per annum over 5 years for 2 vehicles should be attributed to the four sites to achieve the necessary level of pooled contributions. This would be split as follows:
- Archers Spring site (Part of HERT3): 342 units (32%)
 - Thieves Lane (Part of HERT3): 254 units (24%)
 - Marshgate Drive (HERT2): 375 units (36%)
 - Norbury Woodyard (part of HERT2): 85 units (8%)
- 8.52 It is assumed very little revenue will be generated by fares income during the earliest part of development, whereas by the time all four developments are occupied, the ambition is to as a minimum break even to ensure that the service will continue to exceed commercial viability. Typical acceptable operating profits in the bus industry are circa 10-15% margin. A fair net cost for the developer to meet would therefore be circa 65% of the gross operating cost.

This equates to a total of £265,000 for the Thieves Lane site over the full 5 year period.

- 8.53 This could be paid in five instalments, with the first payment prior to first occupation to ensure that the service can operate from day one to establish sustainable travel habits and visibility of the bus service, with four payments on the anniversary date thereafter:
- Prior to first occupation: £55,000
 - First anniversary: £55,000
 - Second anniversary: £55,000
 - Third anniversary: £55,000
 - Fourth anniversary: £45,000
- 8.54 Initial discussions with Arriva about services for diversion considered the 395/6 service, but it is important to note that there are a range of operators in Hertford whose services should also be considered and the County Council will be best placed to undertake detailed service planning and make contact with appropriate operator(s) at that time.
- 8.55 Bus infrastructure is required and a new bus stop/layover is to be provided on the southern side of Welwyn Road to effectively provide a replacement for the layover along Bentley Road within the Sele Farm estate. Within the site itself, a new bus stop is to be provided with a shelter and raised Kassel kerbing.
- 8.56 In addition a Travel Plan was submitted with the original application, the County Council are therefore seeking a Travel Plan evaluation and support contribution of £6000 through a section 106 agreement.
- 8.57 With regards to parking provision on the site, 583 parking spaces are proposed and would include allocated and casual parking spaces. The Council's updated parking standards set out the amount of car parking that should be provided on the site requiring:

1	bed - 1.5 spaces =	36
2	bed - 2 spaces =	162
3	bed - 2.5 spaces =	300
4	bed - 3 spaces =	87

Total		585
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- 8.58 In accordance with the updated parking standards 585 parking spaces would be required. The site is located within zone 4 and therefore up to a 25% reduction in maximum parking levels can be applied. The Highway Authority considers that in order to encourage sustainable travel to and from the site, a lower level of parking provision would be more appropriate. However, on balance, the level of parking proposed is within the range set out within the Council's parking standards document it is considered to be acceptable.
- 8.59 Garages and car ports are proposed across the site, in order for garages to be counted as parking standards they should achieve internal dimensions of 5.6m x 2.6m or 3.2m x 5m. Car ports should have minimum internal dimensions of 2.4m x 4.8m. The submitted plans show that all garages and car ports would meet these dimensions and can be counted as parking spaces. It is considered reasonable to remove permitted development rights in order to ensure that these spaces are retained for the parking of vehicles; a condition has been imposed to this effect.
- 8.60 The submitted parking strategy shows all dwellings would have access to parking; the majority of the dwellings have access to on plot parking, with many dwellings having access to a garage or car port. Those dwellings that do not have on plot parking have access to a shared parking court.
- 8.61 The proposal seeks to provide all flatted units with secured cycle storage within structures adjacent to the flatted buildings.

- 8.62 With regards to the dwelling houses, those properties that do not have a garage, a small shed will be provided within the rear garden together with independent access in order for bicycles to be stored in the rear gardens. The total numbers of cycle parking provision is considered to be acceptable.

Flood risk management, iclimate change, water efficiency and quality

- 8.63 The site lies within Flood Zone 1 and therefore at no risk from fluvial flooding.
- 8.64 The application will provide improvement to the site's surface water drainage conditions. Surface water run-off will be attenuated on-site within two basins located to the south of the site and an upstream cellular storage tank near the centre of the site. Permeable paving within driveways across the site will also provide small amounts of storage.
- 8.65 The applicant submitted a Flood Risk Assessment and Drainage Strategy alongside the planning application. The Lead Local Flood Authority has been consulted on the application and does not wish to object to the proposal on flood risk grounds. The details provided demonstrate that the proposed development site can be adequately drained and can mitigate any potential existing surface water flood risk provided it is carried out in accordance with the submitted drainage strategy.
- 8.66 Having regard to climate change adaptation and mitigation (Policies CC1 and CC2) and the building design requirements of Policy DES4, the application is supported by a Building Futures Sustainable Design Toolkit and a Sustainability Strategy Report. The Statement assesses the use of different renewable energy solutions. The applicant's preferred approach, and one that is in line with the Council's policy approach and energy hierarchy, is to employ what is known as a 'fabric-first' approach. This means that the design of new homes achieves consistently high energy

efficiency in order to achieve low CO2 emission rates. This is achieved through the choice of construction materials, levels of insulation and internal design to reduce the need for mechanical heating and cooling, rather than relying on the use of bolt-on renewable energy technologies. In addition Photo Voltaic's are to be mounted to the roof areas on the majority of houses providing contribution to the electrical demand of the units. This will result in building design specifications that exceed the requirements of Building Regulations.

- 8.67 In terms of water efficiency, Policy WAT4 requires that developments achieve a target consumption rate of 110 litres per person per day. Water policies in the Plan seek to ensure the efficient use of water resources. There is limited information within the submission, and a condition is recommended which would require further information to be provided to demonstrate the provision water efficiency measures.

Other considerations

Contaminated Land, Air Quality, Noise impacts

- 8.68 The application site is a vacant greenfield site used for agriculture, policy EQ1 encourages the remediation of contaminated land to ensure that land is brought back into use. Part II of this policy requires evidence to show that unacceptable risks from contamination and land instability will be successfully addressed through remediation. In this instance there are no concerns regarding contamination and no objections are raised, however Environmental Health request a condition to be imposed on any grant of permission regarding contamination, this is due to the history of the site for agricultural use that may have given rise to contamination risks and the sensitive residential use proposed, therefore should contamination be an issue this should be mitigated appropriately.

- 8.69 Policy EQ2 requires development to be designed and operated in a way that minimises direct and cumulative impact of noise on the surrounding environment. The application has been supported by a noise assessment and a subsequent addendum. The environmental health officer has commented on the application and has requested a condition is imposed requiring that a scheme is to be submitted but shall follow the recommendations within the addendum report.
- 8.70 Policy EQ4 requires applications to take account of the Council's Air Quality Planning Guidance Document. The application has been supported by an air quality assessment which has set out a number of mitigation measures. The environmental health officer has commented on the application has not raised an objection and the scheme should follow the recommendations set out within the report.

Ecology

- 8.71 Policy NE2 requires all proposals to achieve a net gain in biodiversity. Policy NE3 requires that a development should always seek to enhance biodiversity. This is stipulated within the Policy HERT3 (n) which requires quality local green infrastructure including opportunities and to create opportunities for preserving on-site assets, maximising opportunities to link into existing wildlife.
- 8.72 Comments originally submitted by Herts Middlesex Wildlife Trust (HMWT) raised an objection to the application as there was not a net biodiversity net gain on the site. The applicant has provided additional information and as such the HMWT is satisfied that a measurable net gain by reference to the Defra metric is achieved.
- 8.73 No objections have been raised by Natural England.

Infrastructure Delivery and Planning Obligations

- 8.74 This section of the report will consider the planning obligations heads of terms for the Section 106 Agreement and other planning gain from the development. Policies DEL1 and DEL2 of the East Herts District Plan are relevant and require developers to demonstrate adequate infrastructure capacity can be provided both on and off site to enable the delivery of sustainable development.
- 8.75 The NPPF sets out that Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be sought where they meet all of the following tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended):
- Necessary to make the development acceptable in planning terms
 - Directly related to the development, and
 - Fairly and reasonably related in scale and kind to the development
- 8.76 With regard to development viability, developers will normally be expected to pay all of the planning obligations identified as being required and meeting these three tests, and to deliver a policy compliant proportion of affordable housing, in this case 40%.
- 8.77 The NPPG advises that: “in making decisions, the local planning authority will need to understand the impact of planning obligations on the proposal. Where an applicant is able to demonstrate to the satisfaction of the local planning authority that the planning obligation would cause the development to be unviable, the local planning authority should be flexible in seeking planning obligations. This is particularly relevant for affordable housing contributions which are often the largest single item sought on housing developments. These contributions should not be sought without regard to individual scheme viability”

8.78 The applicant will provide 40% affordable housing in accordance with the Council's HOU3 policy. It is noted that due to the contributions sought by the County Council, the mix of affordable units have altered but has been subject to extensive discussions between the County Council, EHDC and the developer. The proposal still seeks to provide 102 affordable housing units comprising of a mix of 24, one bedroom flats, 20, two bedroom flats, 19, two bedroom houses, 32, three bedroom houses and 7, four bedroom houses. This equates to a housing mix of 70% social rented and 30% intermediate. The Council's housing officer has been consulted on the amended mix and is satisfied.

8.79 There is also a policy requirement to provide 1% self-build and custom build housing in accordance with policy HOU8. The proposal therefore is required to provide 3 plots. However due to the education contributions sought by the County Council being significantly more than expected, this has impacted the ability for the developer to provide the self-build plots and achieve 40% affordable housing. Whilst the proposal would not comply with policy HOU8, it is considered that the ability to deliver the range of contributions identified by HCC and EHDC together with 40% affordable housing outweighs this and therefore on this basis the Council will not pursue the 3 self-build plots.

8.80 HCC request financial contributions towards, nursery education, childcare, primary education, secondary education, youth provision, library provision and the provision of fire hydrants:

- Primary/Secondary Education £3,400,000
- Nursery Education (index linked PUBSEC175) £76,726
- Childcare Service (index linked PUBSEC175) £29,337

- Library Service
(index linked PUBSEC175) £39,693
- Youth Service
(index linked PUBSEC175) £8,818
- Waste Service
(Index linked 1Q2019, BCIS All in TPI) £54,211
- Fire Hydrants

8.81 Hertfordshire County Council Highways have identified the following projects:

- £265,000 pooled bus service contribution
- £6,000 Travel Plan monitoring fee
- Sustainable Travel contributions - Hertfordshire County Council's Planning Obligations Toolkit sets out the level of sustainable travel contribution that may be justified to seek in relation to the scale and types of different developments. The figures quoted are for 2006 and it should be noted that SPONS indexation applies to them from that date. As of January 2019, this represents a 45.90% uplift. Therefore a total headline sum for sustainable travel measures of £254,250 is considered suitable, index linked by SPONS to 2006. Equating to a present day figure of £370,951. However due to the various off-site highway works that the applicant is undertaking, the highway authority do not consider it justifiable to ask for the sustainable transport contribution.

8.82 Comments from the East and North Hertfordshire CCG have been received. They request contributions towards General Medical Services (GP provision), Mental Health, Community Healthcare and acute, these are as follows:

• GMS (GP Services)	£179,782
• Mental Health costs	£49,393
• Community Healthcare costs	£46,236
• Acute costs	£562,473

Whilst these sums have been sought the lack of justification means that they fail to comply with the CIL tests and therefore are not being sought at this stage.

8.83 The Local Plan Planning Obligations SPD dates from 2008. A replacement Open Space, Sport and Recreation SPD currently being prepared now that the District Plan has been adopted has recently been out to consultation. In respect of this application, in recommending financial planning obligations, officers have had regard to the categories of provision that are likely to form the basis of the new SPD subject to the identification of projects and compliance with the CIL Regulations, these amounts are as follows;

• Allotments	£27,596
• Swimming Pool	£105,250
• Sports Hall	£102,962
• Studio Space	£19,412
• Fitness Gyms	£46,992
• Pitches	£70,379
• Village and Community Centres	£127,992
• Recycling	£18,288

(All to be index linked)

In addition and to enable further permeability through the site and into Panshanger Park, an additional pedestrian access in the south western corner of the site is proposed. This is to be dealt with through the s106 agreement.

9.0 Planning Balance and Conclusion

- 9.1 The proposal will deliver 254 dwellings as part of the District Plan development strategy; including 102 (40%) affordable units, this carries significant positive weight.
- 9.2 Overall, it is considered that the design of the layout and buildings is of good quality, such that it complies with the policy aspiration for the strategic sites. The drainage strategy provides for the use of good quality SuDS. The fabric of the buildings demonstrates an appropriate reduction in CO2 emissions and water use. Overall the design characteristics of the development carry positive weight.
- 9.3 The proposal provides satisfactory access to the development, an appropriate level of parking provision and the required highway mitigation measures.
- 9.4 Subject to conditions the ecological, contamination and pollution impacts of the development are regarded as neutral.
- 9.5 The housing mix is considered to be acceptable.
- 9.6 The proposal delivers appropriate levels of financial contribution towards infrastructure and the provision of public amenity space on-site. This is assigned positive weight.
- 9.7 Overall, on the balance of considerations the scheme is considered to be of good design quality and a sustainable form of development.

RECOMMENDATION

That planning permission in relation to the detailed planning application is to be granted, subject to the following legal agreement provisions and conditions:

Legal Agreement

East Herts District Council

40% affordable housing – equating to 70% social rented and 30% intermediate.

Allotments	£27,596
Swimming Pool	£105,250
Sports Hall	£102,962
Studio Space	£19,412
Fitness Gyms	£46,992
Pitches	£70,379
Village and Community Centres	£127,992
Recycling	£18,288

(All to be index linked)

Pedestrian access in south western corner of the site.

Hertfordshire County Council

Primary/Secondary Education	£3,400,000
Nursery Education (index linked PUBSEC175)	£76,726
Childcare Service (index linked PUBSEC175)	£29,337
Library Service (index linked PUBSEC175)	£39,693
Youth Service (index linked PUBSEC175)	£8,818
Waste Service (Index linked 1Q2019, BCIS All in TPI)	£54,211

Provision of Fire Hydrants

Pooled Bus Service Contribution £265,000

Travel Plan monitoring fee £6,000

Conditions:

1. Three year time limit (LT12)
2. Approved Plans (2E10)
3. Prior to any above ground works, samples of all the external materials of construction for the buildings (including balconies and solar panel details an locations) hereby permitted 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 interests of the appearance of the development, and in accordance with policy DES4 of the East Herts District Plan 2018.

4. Prior to the commencement of the development hereby approved, detailed plans showing the existing and proposed ground levels of the site relative to adjoining land, together with the slab levels and ridge heights of the proposed buildings, shall be submitted to, and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details.

Reason: The details are required to be approved prior to the commencement of development to ensure that the development is properly related to the levels of adjoining development in the interests of neighbour amenity and good design in accordance with Policy DES4 of the East Herts District Plan 2018.

5. Prior to first occupation of the development hereby approved details of the play equipment to be installed within the Local Equipped Play Area (LEAP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the LEAP shall be equipped in accordance with the approved detail.

Reason: To provide for the outdoor play needs of the development in accordance with Policy CFLR1 of the East Herts District Plan 2018.

6. Prior to first occupation of the development hereby approved, details of landscaping shall be submitted to and approved in writing by the Local Planning Authority and shall include full details of both hard and soft landscape proposals, finished levels or contours, hard surfacing materials, retained landscape features, planting plans, schedules of plants, species, planting sizes, density of planting and implementation timetable and thereafter the development should be implemented in accordance with the approved details.

Reason: To ensure the provision of amenity afforded by appropriate landscape design in accordance with Policies DES3 and DES4 of the East Herts District Plan 2018.

7. All hard and soft landscape works shall be carried out in accordance with the approved details. 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 DES3 and DES4 of the East Herts District Plan 2018.

8. Prior to the occupation of the 125th dwelling details of the public art/statue shall be submitted to and agreed in writing by the Local Planning Authority. Once these details are agreed, it shall be installed on site prior to the occupation of the 200th dwelling. Thereafter it shall be retained.

Reason: To ensure a good quality public amenity in accordance with policy DES4 of the East Herts District Plan 2018.

9. Prior to the first occupation of the development hereby approved details of any external lighting proposed in connection with the development shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development should be implemented in accordance with the approved details.

Reason: In the interests of protecting against light pollution in accordance with Policy EQ3 of the East Herts District Plan 2018.

10. A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the LEMP must detail how it will achieve the approved ecological unit score (Defra metric SES 22/10/2019) of a minimum of 20.02 habitat units and 5.46 hedgerow units and shall include the following:
 - a) Description and evaluation of features to be managed based on approved ecological assessment.
 - b) Ecological trends and constraints on site that might influence management.
 - c) Aims and objectives of management.
 - d) Appropriate management options for achieving aims and objectives.
 - e) Prescriptions for establishment and management actions.
 - f) Preparation of a work schedule - including an annual work plan to be applied in perpetuity.

- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: In accordance with policy NE3 of the East Herts District Plan 2018.

11. An integrated bat and bird box plan shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. The plan shall include the make, model and location of integrated bat and bird boxes (habitat or similar) for 1 bat and 1 bird box in the brickwork of each house bordering the southern and western boundaries of the development. The boxes must be fully installed prior to occupation and retained as such thereafter.

Reason: In accordance with policies HERT3 and NE3 of the East Herts District Plan 2018.

12. Prior to the occupation of the development hereby permitted, details of the arrangements for the management and maintenance of all external communal areas and the Local Equipped Area of Play (LEAP) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include a plan identifying all external communal areas and equipment which are

to be managed and maintained. Thereafter all such areas shall be managed and maintained in accordance with the approved details.

Reason: To ensure that all external communal areas within the development are managed and maintained to a suitable and safe standard in accordance with Policy DES4 of the East Herts District Plan 2018.

13. The development hereby permitted shall not begin until a scheme to deal with contamination of land/ground gas/controlled waters has been submitted to and approved in writing by the local planning authority. The scheme shall include all of the following measures, unless the local planning authority dispenses with any such requirement specifically in writing:
- A Phase I site investigation report carried out by a competent person to include a desk study, site walkover, the production of a site conceptual model and a human health and environmental risk assessment, undertaken in accordance with BS 10175: 2011 Investigation of Potentially Contaminated Sites – Code of Practice.
 - A Phase II intrusive investigation report detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. The report shall include a detailed quantitative human health and environmental risk assessment.
 - A remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end point of the remediation shall be stated, and how this will be validated. Any ongoing monitoring shall also be determined.

- If during the works contamination is encountered which has not previously been identified, then the additional contamination shall be fully assessed in an appropriate remediation scheme which shall be submitted to and approved in writing by the local planning authority.
- A validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology shall be submitted prior to first occupation of the development. Details of any post-remedial sampling and analysis to demonstrate that the site has achieved the required clean-up criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.

In the event that contamination is found at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall then be undertaken by a competent person, in accordance with 'Model Procedures for the Management of Land Contamination, CLR 11'. A written report of the findings should be forwarded for approval to the Local Planning Authority. Following completion of remedial measures a verification report shall be prepared that demonstrates the effectiveness of the remediation carried out. No part of the development should be occupied until all remedial and validation works are approved in writing.

Reason: To minimise and prevent pollution of the land and the water environment and in accordance with national planning policy guidance set out in section 11 of National Planning Policy Framework and in order to protect human health and the water environment in accordance with policies EQ1 and WAT2 of the East Herts District Plan 2018.

14. No development shall take place until a scheme for protecting the proposed dwellings from noise from road traffic has been

submitted to and approved in writing by the local planning authority. The scheme shall follow the recommendations identified in the "Land at Thieves Lane, Noise Addendum", Report reference 23635-04-NA-01 dated September 2019. None of the dwellings shall be occupied until such a scheme has been implemented in accordance with the approved details, and once agreed shall be retained in accordance with those details thereafter.

Reason: In order to ensure an adequate level of amenity for nearby residents in accordance with policy EQ2 of the adopted East Herts District Plan 2018.

15. The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment and Drainage Strategy carried out by WSP reference FRA001 Rev 2 dated April 2019, the additional Technical Note carried out by WSP reference 1398658 dated 27 June 2019, additional information submitted by email dated 13 August 2019 and the following mitigation measures:
 1. Implement drainage strategy based on attenuation and discharge via infiltration.
 2. Providing storage to ensure no increase in surface water run off volumes for all rainfall events up to and including the 1 in 100 year + 40% climate change event providing a minimum of 2574m³ (or such storage volume agreed with the LPA) of total storage volume in an attenuation basin, an infiltration basin and additional permeable paving areas.

Reason: To reduce the risk of flooding to the proposed development and future occupants in accordance with policy WAT1 of the East Herts District Plan 2018.

16. No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted Flood Risk Assessment and Drainage Strategy carried out by WSP

reference FRA001 Rev 2 dated April 2019, the additional Technical Note carried out by WSP reference 1398658 dated 27 June 2019 and additional information submitted by email dated 13 August 2019. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

1. Detailed infiltration tests to BRE Digest 365 standard carried out at the location and depth of proposed infiltrating features.
2. Detailed engineered drawings of all the proposed SuDS features including their location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance for climate change event.
3. Demonstrate an appropriate SuDS management and treatment train and inclusion of above ground features such as permeable paving, detention basin etc. and reducing the requirement for any underground storage.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site in accordance with policy WAT1 of the East Herts District Plan 2018.

17. Upon completion of the drainage works for each site in accordance with the timing/phasing, a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
 1. Provision of complete set of built drawings for site drainage.
 2. Maintenance and operational activities.
 3. Arrangements for adoption and any other measures to secure the operation of the scheme throughout its lifetime.

Reason: To prevent flooding by ensuring the satisfactory maintenance of the drainage features in accordance with policy WAT1 of the East Herts District Plan 2018.

18. Prior to the commencement of any part of the development hereby permitted apart from enabling works, details of the measures required to facilitate the provision of high speed broadband internet connections shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include a timetable and method of delivery for high speed broadband for each residential unit. Once approved, high speed broadband infrastructure shall be implemented thereafter in accordance with the approved details including the timetable and method of delivery.

Reason: In order to ensure the provision of appropriate infrastructure to support the future sustainability of the development in accordance with policy HERT3 and DES4 of the East Herts District Plan 2018.

19. Prior to the first occupation of the development, measures shall be incorporated within the development to ensure that a water efficiency standard of 110 litres (or less) per person per day is achieved.

Reason: The Environment Agency has identified this area to be particularly water stressed and a reduction in water usage and increased water efficiency are necessary in accordance with Policy WAT4 of the District Plan 2018.

20. No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:

1. The programme and methodology of site investigation and recording;
2. The programme and methodology of site investigation and recording as suggested by the evaluation;
3. The programme for post investigation assessment;
4. Provision to be made for analysis of the site investigation and recording;
5. Provision to be made for publication and dissemination of the analysis and records of the site investigation;
6. Provision to be made for archive deposition of the analysis and records of the site investigation;
7. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

Reason: To ensure that any archaeological remains are appropriately considered in accordance with Policy HA3 of the East Herts District Plan 2018.

21. The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition (20)

Reason: To ensure that any archaeological remains are appropriately considered in accordance with Policy HA3 of the East Herts District Plan 2018.

22. The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (20) and the provision made for analysis and publication where appropriate.

Reason: To ensure that any archaeological remains are appropriately considered in accordance with Policy HA3 of the East Herts District Plan 2018.

23. Prior to the first occupation of the development hereby approved details of any communal television reception facilities proposed in connection with the development shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development should be implemented in accordance with the approved details.

Reason: To prevent the proliferation of telecommunication facilities in the interests of amenity and good design in accordance with Policy DES4 of the East Herts District Plan 2018.

24. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (As Amended), or any amending Order, the enlargement, improvement or other alteration of any dwelling house as described in Schedule 2, Part 1, Classes A and E of the Order shall not be undertaken without the prior written permission of the Local Planning Authority.

Reason: In order to ensure suitable amenity space is maintained for the residential dwellings in accordance with Policy DES4 of the East Herts District Plan 2018.

25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (As Amended), or any amending Order, the enlargement, improvement or other alteration of any dwelling house as described in Schedule 2, Part 2, Class A of the Order shall not be undertaken without the prior written permission of the Local Planning Authority.

Reason: In the interests of the appearance of the development, and in accordance with policy DES4 of the East Herts District Plan 2018.

26. Notwithstanding the approved plans, no additional areas of hard surfacing shall be implemented forward of the front and side elevations of dwellings where they front a highway.

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

27. The development hereby permitted shall be carried out in accordance with the recommendations set out in the 'Land at Thieves Lane, Hertford, Air Quality Addendum' report reference 23635-04-AQA-01 Rev A dated October 2019 produced by MEC.

Reason: In order to ensure an adequate level of air quality for residents of the new dwellings in accordance with policy EQ4 of the East Herts District Plan 2018.

28. Prior to the first occupation of any part of the development hereby approved, a scheme for the installation of and measures to facilitate the provision of electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme, which shall include a timetable and method of delivery, shall be implemented in accordance with the approved timetable and shall be retained thereafter.

Reason: In order to ensure the provision of appropriate infrastructure to support the future sustainability of the development in accordance with Policies HERT3, TRA3 and DES4 of the East Herts District Plan 2018.

29. The garages and car ports hereby approved shall be used for the housing of vehicles solely for the benefit of the occupants of the dwellings of which it forms part and shall not be used as additional living accommodation or for any commercial activity.

Reason: To ensure the continued provision of off-street parking facilities and to protect neighbour amenity in accordance with Policy TRA3 of the East Herts District Plan 2018.

30. In order to provide security for rear parking courts gates should be installed prior to the occupation of any dwellings. Details of the

locations and designs of the gates shall be submitted to and approved in writing prior to occupation of those properties to which they relate. Once those details are agreed they shall be installed and retained in that form thereafter. Any gates provided within the development hereby approved shall be set back a minimum of 5.0 metres from the edge of the carriageway and shall open inwards into the site.

Reason: In the interests of highway safety in accordance with Policy TRA2 of the East Herts District Plan 2018 and in the interests of security in accordance with Policy DES5 of the East Herts District Plan 2018.

31. Prior to the occupation of any part of the development, additional plans must be submitted to and approved in writing by the Local Planning Authority, which show the detailed engineering designs and construction of the Thieves Lane access and associated highway works, as shown indicatively on drawing numbers 3878-SK-008-P06 (Thieves Lane access plan) and 3878-SK-004-P05 (Thieves Lane access visibility plan). These works shall be constructed in accordance with the approved details, and shall be completed prior to occupation of the development. This shall include the permanent provision of the visibility splays as shown on these plans, within which there shall be no obstruction to visibility between 600mm and 2 metres above the carriageway level.

Reason: To ensure the provision accesses which are safe, suitable, and sustainable for all highway users in accordance with policies TRA2 of the East Herts District Plan 2018.

32. Prior to the occupation of the 100th dwelling, additional plans must be submitted to and approved in writing by the Local Planning Authority. The plans shall include the detailed engineering designs and construction of the Welwyn Road access and associated highway works, as shown indicatively on drawing numbers 3878-SK-012-P04 (Welwyn Road access plan) and 3878-SK-003-P05

(Welwyn Road access visibility plan). These works shall be constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction, and completed before occupation of the 100th dwelling. This shall include the permanent provision of the visibility splays as shown on these plans, within which there shall be no obstruction to visibility between 600mm and 2 metres above the carriageway level.

Reason: To ensure the provision accesses which are safe, suitable, and sustainable for all highway users in accordance with policies TRA2 of the East Herts District Plan 2018.

33. Prior to the occupation of the 100th dwelling, any existing access not incorporated in the approved plans shall be permanently closed to the satisfaction of the Highway Authority.

Reason: In the interest of highway safety and to avoid inconvenience to highway users in accordance with policies TRA2 of the East Herts District Plan 2018.

34. Prior to the occupation of the 100th dwelling, additional plans must be submitted to and approved in writing by the Local Planning Authority, which show the detailed engineering designs and construction of all improvement works to Welwyn Road as shown indicatively on plans 3878-SK-014-P07 (wider highway works plan), 3878-SK-012-P04 (Welwyn Road access plan), 3878-SK-005-P05 (Welwyn Road / Thieves Lane roundabout plan) and 2900-SK-016 Rev D (Welwyn Road / Windsor Drive mini roundabout plan) including (but not limited to):

- Two new pedestrian central islands;
- Revised central hatching and running lane carriageway widths;
- A new bus stop / layover and pedestrian routes to access it
- A shared footway/cycleway of 3 metres width, on the northern side of Welwyn Road, from (and including) the point of the new parallel crossing on the west arm of the revised Welwyn Road / Thieves Lane junction to (and including) the point of the

existing zebra crossing on the east arm of the revised Welwyn Road / Windsor Drive junction.

These works shall be constructed and completed prior to the occupation of the 100th dwelling in accordance with the agreed details and retained thereafter.

Reason: To ensure users of the development can travel safely, freely, and sustainably to Hertford town centre and other key destinations in accordance with policies TRA1 and TRA2 of the East Herts District Plan 2018.

35. Prior to the occupation of the 100th dwelling, the existing 30mph speed limit along Welwyn Road shall be extended westwards and fully in place, along with a gateway feature, as shown indicatively on drawing numbers 3878-SK-014-P07 (wider highway works plan) and 3878-SK-003-P05 (Welwyn Road access visibility plan).

Reason: To ensure the speed environment of Welwyn Road is suitable to accommodate all users of the development in accordance with policy TRA2 of the East Herts District Plan 2018.

36. Prior to the first occupation of the development hereby permitted, additional plans must be submitted to and approved in writing by the Local Planning Authority, which show the detailed engineering designs and construction of the following works to Thieves Lane as shown indicatively on plans 3878-SK-014-P07 (wider highway works plan) and 3878-SK-008-P06 (Thieves Lane access plan), including (but not limited to):

- The provision of a new pedestrian central refuge island;
- The provision of pedestrian dropped kerbs and tactile paving at the junctions with Turpins Close and Ladywood Road

These works shall be constructed and completed prior to first occupation and in accordance with the approved details and retained thereafter.

Reason: To ensure users of the development can travel safely, freely, and sustainably to Hertford town centre and other key destinations in accordance with policies TRA1 and TRA2 of the East Herts District Plan 2018.

37. Prior to the occupation of the 100th dwelling, additional plans must be submitted to and approved in writing by the Local Planning Authority, which show the detailed engineering designs and construction of all improvement works to Thieves Lane as shown indicatively on plans 3878-SK-014-P07 (wider highway works plan) and 3878-SK-008-P06 (Thieves Lane access plan), including narrowing of the overall carriageway. These works shall be constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction, and completed before occupation of the 100th dwelling.

Reason: To ensure users of the development can travel safely, freely, and sustainably to Hertford town centre and other key destinations with policies TRA1 and TRA2 of the East Herts District Plan 2018.

38. Prior to the occupation of the 100th dwelling, the existing 40mph speed limit along Thieves Lane shall be reduced to 30mph and fully in place, to the point shown on drawing numbers 3878-SK-014-P07 (wider highway works plan) and 3878-SK-004-P05 (Thieves Lane access visibility plan), along with a gateway feature.

Reason: To ensure the speed environment of Thieves Lane is suitable to accommodate all users of the development with policy TRA2 of the East Herts District Plan 2018.

39. Prior to the occupation of the 100th dwelling, additional plans must be submitted to and approved in writing by the Local Planning Authority, which show the detailed engineering designs and construction of the improvement works to the Welwyn Road / Thieves Lane roundabout, as shown indicatively on drawing

number 3878-SK-005-P05 (Welwyn Road/Thieves Lane roundabout plan). These works shall be constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction, and completed before occupation of the 100th dwelling.

Reason: To ensure the provision of a safe and suitable highway environment, in the interest of the free, safe, and sustainable movement of all highway users in accordance with policies TRA1 and TRA2 of the East Herts District Plan 2018.

40. Prior to the occupation of the 100th dwelling, additional plans must be submitted to and approved in writing by the Local Planning Authority, which show the detailed engineering designs and construction of the improvement works to the Welwyn Road/Windsor Drive mini roundabout junction as shown indicatively on drawing number 2900-SK-016-RevD (Welwyn Road / Windsor Drive mini roundabout plan). These works shall be constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction, and completed before occupation of the 100th dwelling.

Reason: To ensure the provision of a safe and suitable junction, in the interest of the free, safe, and sustainable movement of all highway users in accordance with policies TRA1 and TRA2 of the East Herts District Plan 2018.

41. Prior to the occupation of any part of the development, additional plans must be submitted to and approved in writing by the Local Planning Authority, which show the detailed engineering designs and construction of all new highway within the site to be adopted (or potentially adopted) as highway maintainable at public expense. The plans shall include full details of the extent of highway to be adopted, together with details of the materials specification, layout, alignment, width, levels, visibility splays (which must be retained in perpetuity) and the necessary highway and drainage arrangements. These works shall be constructed to the specification of the Highway Authority and Local Planning

Authority's satisfaction, and completed before occupation of any part of the development.

Reason: To ensure all new adoptable highway (or potentially adoptable highway) within the site is built to the standards as outlined in Roads in Hertfordshire and in accordance with policies TRA1 and TRA2 of the East Herts District Plan 2018.

42. Prior to the Thieves Lane and Welwyn Road accesses being first brought into use together, an urban clearway shall be implemented, suitably signed, and fully in place along the full stretch of the main spine road within the site.

Reason: To ensure the spine road does not become parked up, except in designated roadside parking spaces, which would otherwise adversely affect bus and service vehicle movements through the site in accordance with policies TRA1 and TRA2 of the East Herts District Plan 2018.

43. Prior to the occupation of any part of the development, additional plans must be submitted to and approved in writing by the Local Planning Authority, which show the detailed engineering designs and construction of all new on-site non-adoptable vehicular areas, including internal access roads, forecourts, garages, carports and external parking spaces, as shown indicatively on drawing numbers DES/908/101/I and DES/908/105C. These works shall be constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction, and no dwelling shall be occupied until the highways, parking areas and surfaces required to access and serve that dwelling have been laid out and constructed in accordance with the details thus approved. Thereafter these features shall be maintained in accordance with those approved details. Arrangements shall be made for surface water from these parts of the site to be intercepted and disposed of separately so that it does not discharge into public highway land.

Reason: 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 in accordance with policies TRA1, TRA2 and TRA3 of the East Herts District Plan 2018.

44. Prior to the occupation of any dwelling, additional plans must be submitted to and approved in writing by the Local Planning Authority which mark out the level of footway and carriageway visibility from each individual vehicle access, and the level of visibility from and around each main junction within the site, to the satisfaction of the Local Planning Authority. The splays as marked on these plans shall be provided before first occupation / use of the Development and permanently maintained thereafter, within which there shall be no obstruction to visibility between 600mm and 2 m above the carriageway level.

Reason: To provide adequate visibility for drivers entering or leaving each individual site access, and drivers routing through each junction within the site in accordance with policies TRA1 and TRA2 of the East Herts District Plan 2018.

45. Prior to the occupation of any dwelling, full details of the surface treatment to the existing right of way running through the site (Hertford footpath 101) shall be submitted to and approved in writing by the Local Planning Authority. This shall include a minimum hard-surfaced width of 2 metres and an overall minimum width to this right of way route of 3 metres. The approved details shall be implemented in full before first occupation.

Reason: To ensure the right to way network is safeguarded, and in the interest of sustainable travel in accordance with policies TRA1 of the East Herts District Plan 2018.

46. Other than works necessary to facilitate improvement works to the existing public right of way footpath running through the site, all public right of way routes shall remain undisturbed and unobstructed at all times unless legally stopped up or diverted

prior to the commencement of the development hereby permitted. The alignment of any public right of way routes shall be protected by temporary fencing/signing in accordance with details first submitted to, and approved in writing by, the Local Planning Authority throughout the course of the development.

Reason: To safeguard the rights of the public and in the interest of pedestrian safety in accordance with policies TRA1 of the East Herts District Plan 2018.

47. Prior to the commencement of the development, a detailed 'Construction Traffic Management Plan' (CMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved CMP thereafter. The 'Construction Traffic Management Plan' must set out:

- The phasing of construction and proposed construction programme.
- The methods for accessing the site, including wider construction vehicle routing.
- The numbers of daily construction vehicles including details of their sizes, at each phase of the development.
- The hours of operation and construction vehicle movements, delivery and storage of materials.
- Details of any highway works necessary to enable construction to take place.
- Details of construction vehicle parking, turning and loading/unloading arrangements clear of the public highway.
- Details of any hoardings.
- Details of how the safety of existing public highway users and existing public right of way users will be maintained.
- Management of traffic to reduce congestion.
- Control of dirt and dust on the public highway, including details of the location and methods to wash construction vehicle wheels.

- The provision for addressing any abnormal wear and tear to the highway.
- The details of consultation with local businesses or neighbours.
- The details of any other Construction Sites in the local area.
- Waste management proposals.
- Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour.
- Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures.

Reason: To minimise the impact of the construction process on the on local environment and local highway network in accordance with policies TRA2 and DES4 of the East Herts District Plan 2018.

48. Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. In particular (but without prejudice to the foregoing) efficient means shall be installed prior to commencement of the development and thereafter maintained and employed at all times during construction of the development, to include cleaning the wheels of all construction vehicles leaving the site.

Reason: In order to minimise the amount of mud, soil and other materials originating from the site being deposited on the highway, and in the interests of highway safety and visual amenity

49. Prior to occupation of the development hereby permitted details of the bus shelter shall be submitted to and approved in writing by the Local Planning Authority. Once the details are agreed, it shall be installed on site and maintained in its approved form thereafter.

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

Informatives

1. This permission does not convey any consent which may be required under any legislation other than the Town and Country Planning Acts. Any permission required under the Building Regulations or under any other Act, must be obtained from the relevant authority or body e.g. Fire Officer, Health and Safety Executive, Environment Agency (Water Interest) etc. Neither does this permission negate or override any private covenants which may affect the land.
2. The granting of this permission does not convey or imply any consent to build upon land not within the ownership of the applicant, without the approval of the landowner.
3. This planning permission gives no entitlement to affect the public rights of way on the application site. Any diversion, extinguishment or creation of a public right of way needs its own legal authority before any works affecting the right of way can be commenced. Applications for this purpose should be made to Development Control, Wallfields, Pegs Lane, Hertford, SG13 8EQ. Telephone number 01279 655261 ext 1571.
4. The development will involve the numbering of properties and naming of new streets. The applicant MUST consult the Director of Finance and Support Services. Application for this purpose should be made to the Local Land and Property Gazetteer Custodian, East Herts Council, Wallfields, Hertford, SG13 8EQ. Tel: 01279 655261.
5. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk

Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk.

6. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
7. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
8. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

9. Construction standards for works within the highway. The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
10. Estate Road Adoption: The applicant is advised that Hertfordshire County Council as Highway Authority no longer adopts new highway as maintainable at the public expense unless a wider public benefit can be demonstrated. However, all internal roads should be built to adoptable standards and the Highway Authority in this case would have to adopt the main spine road through the site once a public bus service routes along it. In that case, the applicant should discuss with the Highway Authority at the earliest opportunity the extent of highways to be included as maintainable at the public expense and mark these on a plan, together with details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations must be submitted to the Highway Authority. No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place. For any sections of highway that will not be adopted, the developer should put in place a permanent arrangement for long term maintenance, and at the entrance of any such residential estates, a road name plate should indicate that it is a private road to inform purchasers of their future maintenance liabilities. Further information is available via the website

<http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

11. Section 106 Agreement: Planning permission granted subject to the completion of a Section 106 Agreement between the applicants, East Herts District Council, and Hertfordshire County Council to secure the following:
 - A) A pooled financial contribution of £265,000 index linked by CPT from the date planning permission is granted, to extend the 395/6 bus route (or other suitably identified bus route) into the site. This is considered necessary to ensure the site is brought to within the current good practice guideline of 400 metres of a bus stop, and in compliance of HERT3 policy. Triggers as follows: - Prior to first occupation: £55,000; - First anniversary: £55,000; - Second anniversary: £55,000; - Third anniversary: £55,000; - Fourth anniversary: £45,000.
 - B) A Travel Plan consisting of a written agreement with the County Council which sets out a scheme to encourage, regulate, and promote sustainable travel measures for owners, occupiers, and visitors to the Development in accordance with the provisions of the County Council's 'Travel Plan Guidance for Business and Residential Development'. The Travel Plan is subject to an 'evaluation and support contribution' totalling £6,000 (index linked by CPI to the date planning permission is granted), payable before first occupation of the development. This contribution is to cover the County Council's costs of administering and monitoring the objectives of the Travel Plan and engaging in any Travel Plan Review. The applicant's attention is drawn to Hertfordshire County Council's guidance on residential/commercial Travel Plans.

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 and any relevant material considerations. The balance of the considerations is that permission should be granted.

KEY DATA

Residential Development

Residential density	27 units/Ha	
	Bed spaces	Number of units
Number of existing units demolished		
Number of new flat units	1	24
	2	49
	3	
Number of new house units	1	
	2	32
	3	120
	4+	29
Total		254

Affordable Housing

Number of units	Percentage
102	40%

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

Parking Zone	4	
Residential unit size (bed spaces)	Spaces per unit	Spaces required

1	1.50	36
2	2.00	162
3	2.50	300
4+	3.00	87
Total required		585

Accessibility reduction	25%	
Resulting requirement		439
Proposed provision		583