

DEVELOPMENT MANAGEMENT COMMITTEE – 20 MARCH 2019

Application Number	3/18/2253/OUT
Proposal	Hybrid Planning application comprising: (i) A full application for 142 dwellings (class C3) including affordable homes, plus associated accesses, landscaping, open space and infrastructure works (development zone A), and a north/south primary route; and (ii) An Outline application, with all matters reserved except access, for approximately 608 (Class C3) including affordable homes, a care home (Class C2) , up to 4 hectares of employment land (classes B1, B2, B8 sui Generis (car showroom)), a local centre including up to 1,000 sq m for retail (Class A1), and up to 2,200 sq m for other uses (Classes A2, A3, A4, A5 and D1), a primary school (Class D1) up to 3 forms of entry and including early years facilities, a secondary school (Class D1) up to 8 forms of entry, open space including equipped areas for play, sustainable drainage systems, landscaping and all associated infrastructure and development.
Location	Land at Bishop’s Stortford South off Whittington Way, Bishop’s Stortford
Parish	Bishop’s Stortford CP (part) Thorley CP (part)
Ward	Bishop’s Stortford South

Date of Registration of Application	19 October 2018
Target Determination Date	7 December 2018
Reason for Committee Report	Major application
Case Officer	Jenny Pierce

RECOMMENDATION

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

That delegated authority be granted to the Head of Planning and Building Control to finalise the detail of the Legal Agreement and conditions.

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 Bishop's Stortford Policies BISH1 and BISH5. The site is allocated for residential-led mixed use development of around 750 units.
- 1.2 The application is a hybrid application which proposes a full application for the construction of 142 dwellings plus associated accesses, landscaping, parking and private amenity space as well as infrastructure works necessary to serve the first phase of the overall site known as Development Zone A. This area lies between Whittington Way and the Hertfordshire Way and will form the northern gateway into the site. In addition, the north/south primary spine route is included in full in this part of the application.
- 1.3 The application also seeks Outline permission, with all matters reserved, except for the access (which is included in the full application), for approximately 608 homes, care home, employment land, a local centre, land for a primary school of up to three forms of entry, land for a secondary school of up to eight forms of entry, open spaces and landscaping and all infrastructure including sustainable drainage systems.
- 1.4 The application submission follows from the decision of Council on 25th July 2018 to agree the Masterplan Framework submission for the site as a material consideration for development management purposes.
- 1.5 The main issues for consideration are:
 - The delivery of the District Plan housing strategy;
 - Compatibility with the Masterplan Framework;
 - Housing mix, density and affordable housing provision;
 - Highway impact, mitigation and parking provision;

- Design and layout;
- Healthy and safe communities, community infrastructure;
- Education facilities;
- Other proposed uses;
- Flood risk management and sustainable drainage
- Contamination and pollution;
- Natural environment;
- Infrastructure delivery;
- Overall sustainability.

1.6 Members will need to consider the overall planning balance and whether the proposal will result in a sustainable form of development having regard to the above considerations.

2.0 Site Description

2.1 The site comprises of open land currently in agricultural use, situated to the south of Whittington Way. To the east, the site is adjacent to residential properties on London Road. To the west, the site is bounded by Obrey Way. To the south, the site is bounded by the St James Way distributor road, beyond which lies open agricultural land and the Green Belt.

2.2 The overall size of the site is approximately 53ha in area, of which 21.10ha is to be developed for housing.

2.3 Planning History

2.4 The following planning history is of relevance to this proposal:

Application Number	Proposal	Decision	Date
3/08/1117/OP	<p>Comprehensive development comprising</p> <ol style="list-style-type: none"> 1. The change of use of land from agricultural to educational use (Use Class D1) with a combined maximum total gross external floorspace of 32,000 square metres. 2. Related works including: <ol style="list-style-type: none"> a) The construction of an internal access road, car and coach parks, servicing and dropping off facilities, cycle sheds, cycleways and footways. b) The construction of a floodlit multi-use games area. c) The formation of grass playing fields plus hard and soft landscaping, wildlife habitats, balancing ponds, drainage ditches and boundary fencing. 3. The formation of new roundabouts at the Whittington Way /Bishops Avenue and Whittington Way /Pynchbek junctions providing direct vehicular access to the proposed schools site. 4. The provision of cycleway and footway links plus enhanced bus stopping 	Withdrawn	03.12.2008

	facilities within highway land in the vicinity of Whittington Way and Thorley Lane.		
3/10/1012/OP	Comprehensive development comprising the change of use of land to educational use (Class D1) and the erection of buildings with a combined total gross external floorspace of 26,000 square metres plus related site works consisting of the construction of an internal road, car parking areas; a temporary construction access onto Obrey Way; a floodlit multi-use games area and all weather pitch; formation of playing fields and associated drainage works. Associated infrastructure works to Whittington Way to include; construction of 2 new roundabouts; provision of cycleway and footway links, and enhanced bus stop facilities at Land South of Whittington Way, Bishops Stortford.	Refused Dismissed on appeal	04.10.2010 10.09.2012

3.0 **Main Policy Issues**

- 3.1 These relate to the relevant policies in the National Planning Policy Framework (NPPF), the East Herts District Plan 2018 (DP) and the Bishop's Stortford: All Saints, Central, South and Part of Thorley Neighbourhood Plan (NP).

Main Issue	NPPF	DP policy	NP policy
Delivery of the District Plan housing strategy	Section 5	INT1, DPS1, DPS2, DPS3, BISH1, BISH5	HDP1
Compatibility with the Masterplan Framework		DES1	
Housing mix, density and affordable housing provision	Section 5	HOU1, HOU2, HOU3, HOU6, HOU7, HOU8	HDP4, HDP5
Highway impact, mitigation and parking	Section 9	TRA1, TRA2, TRA3	HDP3, GIP5 TP1, TP2, TP3, TP4, TP5, TP5a, TP7, TP8, TP10, TP11, BSS4
Design and layout	Section 12	BISH5, DES1, DES2, DES3, DES4, DES5, DES6, CC1, CC2	HDP3, BSS2, GIP4, GIP5
Healthy and safe communities, including community infrastructure	Section 8	DES5 CFLR1, CFLR3, CFLR7, CFLR9, CFLR10	HDP5, CI, GIP3, GIP6 HP1, HP2, SLCP1, SLCP2, BSS3
Education facilities		BISH5 CFLR10	EP1, EP2, EP3, EP4, EP5, EP6, EP7
Other proposed uses	Section 6 Section 7	ED1 RTC5 DES5, CFLR1, CFLR3 CFLR7, CFLR9 CFLR10	BP1, BP2, BP5
Flood risk management, including climate	Section 14	WAT1, WAT2 WAT3, WAT4 WAT5, WAT6	HDP3, GIP7

change, water efficiency and quality		CC1, CC2	
Contamination and pollution	Section 15	EQ1, EQ2 ED3, EQ4	TP2
Natural environment	Section 15	DES2 NE1, NE2 NE3, NE4	GIP3, GIP4, GIP5, BSS5
Heritage impact	Section 16	HA1, HA2	HDP9
Infrastructure delivery and planning obligations	Section 2 Section 4	DEL1 DEL2	CI
Overall sustainability	Section 2	Chapter 1 INT1	

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

4.0 Summary of Consultee Responses

- 4.1 HCC Highway Authority recommended permitting the proposed development subject to conditions, the proposed mitigation measures and Section 106 contributions, as specified in their response. The full comments of the Highway Authority are attached **Essential Reference Paper 'A'**.
- 4.2 The methodology for the preparation of the Transport Assessment was agreed with the applicant via a number of pre-application
- 4.3 meetings. This includes details relating to trip generation, distribution and the scope of the assessment.
- 4.4 Lead Local Flood Authority requested more evidence be provided with regards to draw-down times and the overall capacity of the sustainable drainage network which has been provided and approved. The drainage strategy caters for all rainfall events up to and including 1 in 100 year events plus a contingency of 40% to take

into account future climate change. Greenfield run-off rates are achieved.

- 4.5 EHDC Engineering Advisor requested more information regarding the potential palette of sustainable drainage features. After a signposting exercise, the Engineer was satisfied that sufficient information was provided and a suitable condition could be added to any grant of permission to ensure the most appropriate method of sustainable drainage is used across the site, in consultation with the Local Planning Authority.
- 4.6 Thames Water identified an inability of the existing foul water network infrastructure to accommodate the needs of the development and therefore requested a condition be added to any grant of permission which will ensure that upgrades to the network will be completed prior to the occupation of development. Further comments requested that the proposal incorporates measures to mitigate storm conditions and indicated that permits may be required where discharging ground water to the public network. Following the provision of more information from the applicant, Thames Water advised that provided the application follows the sequential approach to the disposal of surface water, they have no objection.
- 4.7 Affinity Water advised that the site is located within an Environment Agency defined Groundwater Source Protection Zone corresponding to Sawbridgeworth Pumping Station. The construction works and operations of the development should therefore be done in accordance with relevant British Standards in order to reduce groundwater pollution risks. If pollution is found at the site, monitoring and remediation works will need to be undertaken. Affinity Water therefore recommend the addition of an informative condition which minimises any risks from construction works.
- 4.8 EHDC Housing Development Advisor requested further information be provided with regards to the location of affordable units on the plan, which was subsequently provided. She commented that the

scheme proposes 142 units of which 56 will be affordable, which complies with the affordable housing requirement of 40%. The tenure split of 84% rent and 16% shared ownership complies with the requirements of the District Plan.

- 4.9 EHDC Conservation and Urban Design Advisor commented that the layout of Development Zone A is reasonable and the parameters in the Masterplan Framework which will guide later phases of development also provide a good basis for the determination of later detailed applications. He notes that the site has been the subject of extensive pre-application advice provided by Allies and Morrison, an independent urban design practitioner commissioned by the Council. The urban design advice informed the detailed elements of Development Zone A as well as the Masterplan Framework subsequently agreed by the Council in July 2018.
- 4.10 HCC Historic Environment Unit stated that the site has been subject to comprehensive geophysical survey and trial trenching, which have identified that the levels of preservation of the archaeological remains on the site are good and are therefore of at least regional importance. This means that there may be more to discover in the area that will help archaeologists understand the history of settlements and human activity in the area. It is therefore recommended that further archaeological work be undertaken prior to the development which will be secured by condition. This will enable the monitoring and recording of findings, and if necessary ensure the protection of important features. It will also make provision for the display of finds for educational purposes.
- 4.11 EHDC Landscape Advisor sought the submission of an Arboricultural Method Statement and Tree Protection Plan prior to the determination of the application. An Arboricultural Impact Assessment has been submitted in response to this request. The Landscape Officer recommended that the application be refused due to the location of two dwellings (plots 24 and 25), but indicated that suitable amendments should overcome the concerns raised. There is no objection to the Outline element of the application.

- 4.12 Herts Ecology provided comments to the application throughout the pre-application stage and in response to matters raised by the Manchester Airport Group (see below), but did not comment on the submitted application. The Ecologist is satisfied that the submitted surveys represent sufficient information to enable the assessment of impacts. Given the limited ecological value of the current intensive arable fields, the proposed green infrastructure will enhance the biodiversity across the site and therefore a Biodiversity Impact Calculator would not be necessary for either on-site or off-site mitigation, compensation or enhancements.
- 4.13 Natural England and the National Trust advised that there may be recreational impacts on the Hatfield Forest SSSI and National Nature Reserve. They have therefore requested a condition be added which ensures that a further assessment be carried out on the potential recreational impact arising from this site on the forest and if necessary, that this site contributes financially to mitigation measures identified in consultation with Natural England and the National Trust.
- 4.14 HCC Growth and Infrastructure Unit requested financial planning obligations towards education, child care, primary education, secondary education, youth provision, library provision and the provision of fire hydrants.
- 4.15 HCC has modelled the level of primary and secondary pupil yield which is expected to occur as a result of the cumulative development of allocated sites within Bishop's Stortford. This will require the full delivery of a three form entry primary school and the expansion of the Bishop's Stortford High School and the Herts and Essex High School and Science College, which will be secured via the Section 106 Agreement.
- 4.16 Public Health Hertfordshire considered that the proposal is well thought through and has the potential to promote good health and wellbeing. Conditions are recommended to ensure that the proposal continues to adhere to the Masterplanning Principles and Building for Life design principles. Conditions are also

recommended regarding the management of public open spaces, the design of streets to encourage physical activity rather than being dominated by vehicles, regarding air quality and regarding measures to encourage mode shift to sustainable transport.

- 4.17 EHDC Environmental Health Advisor recommended that a number of conditions will be required should the Council be minded to grant planning permission. These relate to noise attenuation and the need for a Construction Management Plan for the first phase of the development; and regarding noise, construction management, contamination and remediation, odour, air quality and lighting for the Outline element of the application to cover all possible land uses proposed.
- 4.18 EHDC Operations set out details in relation to the specification of the circulation route to be used by refuse vehicles. The team also set out detailed requirements in relation to bin storage for flats and collection points for houses. A condition will be recommended which will secure a waste collection strategy is prepared in consultation with the Local Planning Authority.
- 4.19 Herts Police Crime Prevention Advisor notes that the documents have been amended and show a commitment to meeting the Police preferred minimum security standard that is 'Secured by Design'. He recommends the addition of gates to help provide security for car parking areas, and now feels able to fully support the proposal.
- 4.20 Herts and Middlesex Wildlife Trust (HMWT) supported the overall strategy towards the provision of green infrastructure and achieving net gains to biodiversity. However, it objects to the application because a Biodiversity Impact Assessment Calculator has not been completed.
- 4.21 Manchester Airports Group (MAG) advised that there is a potential conflict with aerodrome safeguarding criteria relating to birdstrike avoidance. The proposed sustainable drainage features within the green infrastructure corridor could provide attractive features for birds which may increase the risk of birdstrike to aircraft using

Stansted Airport. Following a meeting with the Safeguarding Officer it was agreed that amendments to the Landscape Strategy and Sustainable Drainage Strategy will provide a design solution which will make the resultant features less attractive to large flocking birds. They recommend a condition which will require a Bird Hazard Management Plan to be submitted to detail proposed mitigation measures. This condition would apply to the Outline element of the application and would also apply to the proposed education facilities.

- 4.22 Ramblers Society do not support in principle, where a Right of Way is dissected by a road, and therefore request the provision of safe crossing points. They request that all Rights of Way have continual visibility along their length with no buildings to obscure long views; and in order to retain the rural feel of routes there should be a 15 metre width dimension to green routes. They also request that improvements are made to green spaces beyond the application site such as within the Stort Valley corridor and the Southern Country Park.
- 4.23 Bishop's Stortford and District Footpaths Association objected to the hybrid approach to the application. They raise concern about the need for a boundary treatment to the secondary school grounds in the context of retaining unobstructed long distance views from the Hertfordshire Way. They highlight the requirements set out in the Neighbourhood Plan Policy BSS5 which requires a three metre wide footpath and a ten metre wide wildlife corridor on either side of the footpath. Furthermore, they request further information regarding improvements to the cycling network, in particular the proposed route awareness strategy. Concern is also raised about the number of access points to the first phase of the development in terms of the safe crossing of pedestrians and cyclists.
- 4.24 Sport England has requested that confirmation is provided regarding the scale of off-site contributions and the proposed projects towards which these will be directed. Sport England support the use of school land for sports and recreation secured by a Community Use Agreement, but highlight the limitations of such

agreements in terms of being able to meet the community football needs as identified in the Council's Playing Pitch Strategy. Furthermore Sport England recommends that open spaces provided beyond the education sites are designed to facilitate informal outdoor sports and recreation.

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

5.0 Town/Parish Council Representations

5.1 Bishop's Stortford Town Council comments are summarised as:

The Town Council objects to the application in principle and in particular the provision of new access points onto Whittington Way. The Town council questions the need for the development and consider the site fails to meet Neighbourhood Plan policy requirements. They also request further justification for the proposed care home and car showroom elements.

The full comments of the Town Council are attached as **Essential Reference Paper 'B'**.

5.2 Thorley Parish Council comments are summarised as:

The Parish Council objects to the application on the grounds of the proposal being contrary to the Neighbourhood Plan, not adhering to 'Garden Village' principles, being contrary to Policy VILL3, uncertainty over future green belt boundaries and being contrary to the District Plan and County Councils Local Transport Plan 4 policies. The Parish Council are concerned about the proximity of the site to Stansted Airport and the impact of noise on the new uses and occupants.

The full comments of the Parish Council are attached as **Essential Reference Paper 'B'**.

6.0 Summary of Other Representations

6.1 1,411 responses were received in response to the consultation, of these 1,392 object. The responses object to the proposals on the following grounds summarised as:

- An increase in traffic congestion, in the immediate area and within the town centre of Bishop's Stortford;
- A lack of sustainable transport measures such as bus routes and cycle networks as a means of mitigating the increase in traffic;
- Train line to London cannot cope;
- A lack of parking within the town centre;
- Impact of diversionary traffic through rural roads to the east of the town such as Pig Lane;
- Need for a south-eastern bypass;
- Development is on Green Belt land or land that was formerly Green Belt;
- A lack of infrastructure (including community infrastructure such as schools, GPs and hospital) which will be exacerbated by this site and cumulative development;
- Additional shops will add congestion and pollution;
- Town centre is failing and cannot support new growth;
- Development is not needed because of development to the north of the town;
- Loss of countryside, agricultural fields, green space, tranquil walking and bridle way routes;
- Impact on protected wildlife species;
- Recreational pressure on Hatfield Forest and Southern Country Park;
- Concern about increased flooding;
- Opposition to car showroom;
- Concern about proximity of flightpath;
- Lack of renewable energy in designs.

- 6.2 11 responses have been received supporting the proposals on the following grounds:
- Support for new secondary school;
 - Support for new homes.
- 6.3 Local Ward Members Cllr Wyllie and Cllr Stainsby objected to the application.
- 6.4 Bishop's Stortford Civic Federation objected to the site in principle on the grounds of loss of Green Belt, lack of sustainable transport infrastructure, impact on community facilities, being contrary to Policy VILL3 given its location in Thorley parish and being contrary to the Neighbourhood Plan due to access on to Whittington Way. They also suggest that housing need is far less than planned for in the District Plan negating the need for development.
- 6.5 They raise concern that there will be insufficient education facilities to accommodate needs and it will take too long before new facilities are ready for use, that the site is too far from community facilities including local shops and that there is a need for a new GP surgery. The Federation also raise concern that the design of the homes proposed are standard design and pay no regard to local vernacular.
- 6.6 They also raise concern about the transport assessment and modelling undertaken, in particular impacts on the Hockerill junction and congestion in other parts of the town with a lack of mitigation measures.
- 6.7 The full comments of the Civic Federation are attached as **Essential Reference Paper 'D'**.
- 6.8 Old Thorley and Twyford Park Residents Association reiterated comments made by the Civic Federation and Thorley Parish Council and in addition, feel that the consultation and engagement has been insufficient to date as it excluded the association.

6.9 The full comments of the Residents Association are attached as **Essential Reference Paper 'E'**.

7.0 Consideration of Issues

Delivery of the District Plan housing strategy

- 7.1 The objections of residents, the Town Council and Thorley Parish Council are noted. However, the site forms part of the District Plan development strategy for housing growth in the District as detailed in policies DPS1, DPS2, DPS3, and BISH1. Policy BISH5 allocates the site for residential-led mixed-use development of around 750 new homes. As a result of the allocation, the site is no longer part of the Green Belt and Policy VILL3 Group 3 Villages is not relevant. Whilst it is acknowledged that Bishop's Stortford South falls largely in Thorley Parish, it is being planned as an urban extension to Bishop's Stortford. As such, there is no 'in principle' reason to restrict development.
- 7.2 Policy BISH5 allocates the site for the delivery of 750 homes between 2018 and 2027. The application has therefore been submitted as a hybrid proposal which seeks the approval in Outline for the site as a whole, whilst at the same time seeks approval of the first phase of the development in detail, known as Development Zone A. Included in the detailed application is the northern and southern main access points and the spine road infrastructure. This approach facilitates the delivery of the first 142 homes whilst expediting the delivery of the key infrastructure for the site as a whole. Development can therefore begin in tandem with further engagement on the detail of the later phases of the development. The early delivery of the main spine road and supporting utilities infrastructure is required to unlock the central area of land earmarked for the relocation and expansion of the Bishop's Stortford High School and the delivery of the primary school. The County Council and school governing body have aspirations to open the new secondary school in September 2021. This therefore carries significant positive weight.

- 7.3 The Outline application will provide 40% affordable housing in each development zone along with a wide variety of house types and sizes including apartments. The Masterplan Framework for the Outline application makes provision for a care home of up to 80 beds to be located in the southern development zone along with self-build/custom-build plots, which will be secured via the Section 106 Agreement. The application contributes to the creation of sustainable communities by providing an employment area, local retail units and community facilities on site, and creating and contributing towards sustainable transport modes including bus, pedestrian and cycling networks. This therefore carries significant positive weight.

Compatibility with the Masterplan Framework

- 7.4 Policy DES1 of the District Plan provides 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 will be prepared collaboratively with the Council, town and parish councils and other relevant stakeholders.
- 7.5 The masterplanning process for the site commenced in 2016 through the preparation of the Local Plan which involved a series of meetings with Officers, followed by the Bishop's Stortford South Steering Group in 2017 to the current day. The Steering Group comprises Officers, local ward Members and representatives from Thorley Parish Council and the Old Thorley and Twyford Residents Association.
- 7.6 The Masterplan Framework was developed in consultation with Officers through extensive pre-application discussions. This process was supported by the attendance and receipt of detailed advice from Allies and Morrison (an independent urban design consultant). The applicant responded positively to this advice and this has been

carried forward into the detailed elements of the planning application and the preparation of the Masterplan Framework for the site as a whole. Two public exhibitions have also been held in December 2017 and February 2018.

- 7.7 In addition, further meetings were also held with Officers of the Highway Authority, Officers of the Lead Local Flood Authority and Officers of the Education Planning Authority.
- 7.8 The Masterplan Framework differs from a 'Masterplan' in that it does not provide full details of all aspects of the design and layout. Instead it sets out a clear vision for the development and the key masterplanning principles that the site as a whole will meet. The Masterplan Framework sets out the proposed areas for different land uses along with clear parameters over building heights and density and the approach to landscaping and green infrastructure, movement and accessibility across the site as a whole. The proposals for both Development Zone A and the Outline application are in accordance with the Masterplan Principles and the Masterplan Framework that has been adopted by the Council on 25 July 2018 as a material consideration for development management purposes.
- 7.9 The Outline application and the detail of Development Zone A are in accordance with the Masterplan Framework and therefore carries positive weight.

Housing mix, density and affordable housing provision

- 7.10 The detailed element of the application proposes 142 units for Development Zone A in the following mix:

Market housing

Type	Number	%	SHMA %
One bed flat	0		6
Two bed flat	0		7
Two bed houses	4	5	12
Three bed houses	55	64	46
Four bed houses	27	31	23
Five bed houses	0		6
Total	86		

Affordable housing

Type	Number	%	SHMA %
One bed flat	18	32	19
Two bed flat	9	16	11
Two bed houses	14	25	29
Three bed houses	13	23	34
Four bed plus houses	2	4	7
Total	56		

- 7.11 The proposed housing mix for Development Zone A provides a reasonable mix of property sizes. However, compared to the housing mix identified in the Council's Strategic Housing Market Assessment (SHMA) the first phase provides more three and four bed houses and considerably more affordable one bed flats. Whilst this therefore carries some negative weight, it reflects the current market and meets the principle of providing family-sized accommodation. Development Zone A provides a policy compliant split for the affordable units in terms of the units that will be available for affordable rent (84%) and intermediate affordable shared ownership (16%). This therefore carries positive weight.
- 7.12 The proposed affordable housing units will be satisfactorily distributed within Development Zone A. The proposal therefore accords with Policy HOU3.

- 7.13 Policy HOU7 requires that all dwellings are to meet the Building Regulations Requirement M4(2) Category 2 – Accessible and Adaptable Dwellings. All units apart from the upper floors of the apartment buildings, which are accessible only by stairs, will be meet this requirement. In addition, 12.5% of affordable units in the first phase will meet M4(2) Category 3 - Wheelchair User Dwellings. Whilst the wheelchair user provision is considered to be reasonable, the fact that not all units in Development Zone A are accessible should be given some negative weight. However, it should be recognised that the costs of providing and maintaining elevators within small affordable apartment blocks can be prohibitive to Registered Local Landlords, and therefore carries neutral weight overall.
- 7.14 The Masterplan Framework sets clear parameters for providing a greater variety of character areas and densities within the site as a whole. This will facilitate a wider housing mix being delivered, including the delivery of homes for older and vulnerable people in accordance with Policy HOU6 and BISH5. Each Reserved Matters application for later phases will be required to deliver a policy-compliant housing mix.
- 7.15 The provision of Self-Build and Custom-Build housing within subsequent phases of development will be secured via the Section 106 Agreement to ensure compliance with Policy HOU8.
- 7.16 The provision of housing and affordable housing on this strategic allocated site in accordance with the District Plan development strategy is necessary to ensure that housing land supply is maintained should be attributed significant positive weight.

Highway impact, mitigation and parking provision

- 7.17 A Transport Assessment has been submitted. The methodology and scope for the preparation of the Transport Assessment was agreed by the Highway Authority via a number of pre-application meetings and scoping notes prior to the submission of the application. Following further assessment of the submitted planning application,

HCC recommend permitting the development subject to mitigation conditions.

- 7.18 The detailed element of the application includes the main central spine road and its northern and southern access points on Whittington Way and St James Way respectively in full. Throughout the pre-application process, the principle of securing access only from the two existing roundabouts on St James Way was explored. Not only was there inadequate space to facilitate the creation of additional arms on the existing roundabouts but this was considered to prejudice the creation of an enhanced passenger transport network which would run through the site. It would also remove the opportunity to design a neighbourhood hub with a local centre and area of new employment land in an accessible location which would be served by the provision of an enhanced passenger transport service which runs through the site towards the town centre, as required by Policy BISH5 of the District Plan.
- 7.19 The proposed Travel Plan for the Outline application as a whole sets out how three existing bus routes will be diverted into the site to ensure new homes are within a short distance of bus stops, with routes that will take them to the town centre, the station and beyond to Stansted Airport. The Travel Plan sponsors this diversion for a number of years (to be agreed through the discussion with Arriva and the Highway Authority), and furthermore, new households will be entitled to apply for two free annual season tickets as part of travel packs provided. Separate provision will also be made for the employment uses on the site, the details of which will be set out in the Reserved Matters applications for these development phases. The provision of a sustainable transport route which serves the employment area, neighbourhood hub and educational facilities in addition to the residential areas has significant positive weight.
- 7.20 The first phase of the development includes three residential access points on to Whittington Way. The main spine road will include a bus only section where the road crosses the Hertfordshire Way Footpath. This is to give priority to the sustainable transport routes

as well as to limit the impact of the development on Whittington Way to just the homes delivered in Development Zone A. This is in accordance with Policy BSS4 of the Neighbourhood Plan which requires access points to be designed to minimise extra traffic flows through the residential area of Thorley Park. This is also in accordance with District Plan Policies TRA1 and TRA2.

- 7.21 The proposal has been amended through the Masterplanning Steering Group process and through the initial public consultation. The amendment removes the western-most Obrey Way access to Development Zone A. Concerns were raised about the northern section of Obrey Way being too narrow and potentially hazardous. The removal of this access results in a simpler internal layout and facilitates the provision of a new footpath around the north-west corner of the site to improve the pedestrian environment in the vicinity of the Obrey Way/Pynchbeck/Villiers-Sur-Marne roundabout. This footpath will connect to the new east-west green corridor and to a crossing on Obrey Way which links to existing pedestrian routes between Abbots Way and Dove Close.
- 7.22 The bulk of the residential development and other proposed uses provided in the Outline application will access the site from the main spine road at the southern access, with a secondary access on Obrey Way, south of Church Lane. The details of this south-western access will be determined through the Reserved Matters stages.
- 7.23 Some respondents raised concern that vehicle speeds along St James Way are too high. The creation of a new roundabout will help reduce speeds along what is otherwise a long straight section of the distributor road. Similarly with Whittington Way, new features such as signal controlled crossing points, lighting and signage will passively reduce vehicle speeds. This carries positive weight.
- 7.24 A key ambition of both the District Plan and the Neighbourhood Plan is to ensure opportunities for walking and cycling to and through the site are maximised. This is of particular importance for the education facilities which will both be required to establish and monitor the effectiveness of Green Travel Plans. Considerable

discussions were held throughout the pre-application stage and as a result a four metre shared cycleway and footpath will be created between the schools and the north of the site, continuing west along Whittington Way to ensure connectivity with the existing built up area of the town. And to ensure priority is given to cyclists and pedestrians at each of the new access junctions, the give-way lines for vehicles will be set back as illustrated on Drawing GA1 Rev21.

- 7.25 Two pedestrian-controlled crossing points will be installed on Whittington Way to ensure safe connections are made, which align with pedestrian desire-lines (mapped by a consideration of the postcodes of current school pupils in their Green Travel Plan). This will ensure that there are clear and safe connections for pedestrians and cyclists between the new and existing residential areas. This is in accordance with Neighbourhood Plan Policies BSS3 and BSS4 and District Plan Policies BISH5, TRA1 and TRA2.
- 7.26 Much consideration has been given towards the appropriate type of junction to be used at the northern spine road access during pre-application discussions. A new roundabout will ensure that vehicles, including buses benefit from being able to flow freely and will improve the egress of vehicles from Bishop's Avenue to the north of the site. However, a key aspiration of the District Plan and the County Council's Local Transport Plan 4 is to maximise connectivity and accessibility to pedestrians and cyclists. Therefore the roundabout, which gives priority to vehicles has been designed to slow vehicle speeds through using tight radii, and is complemented by the new shared cycleway and footway and by new crossing points across Whittington Way.
- 7.27 Similarly, improvements are proposed to the existing cycle network within the town through improved signage and crossing connections. The Highway Authority has recommended the upgrading of a key part of the National Cycle Network in the vicinity of the site in order to improve connections between the site and the station and town centre. This will be secured in the Section 106 Agreement. This project is also identified in the Bishop's Stortford

Town Council Cycling Strategy. The improvement of this key off-road route carries positive weight.

- 7.28 The submitted Transport Assessment proposes a number of other mitigation measures that will improve the wider road network, in particular on London Road. These have been approved by the Highway Authority and will be managed via conditions and the Section 106 Agreement. Measures include installing bus priority signals on key junctions and relocating bus stops on London Road by a short distance to enable smoother passing traffic. The Highway Authority recommends a programme of annual monitoring which will ensure the early identification of any problems arising directly from the construction or occupation of the development, including the ability to negotiate further mitigation if required.
- 7.29 In addition, the application makes provision for a wider Smarter Choices Campaign' which encompasses not only the proposed new households, but existing homes within the vicinity of the site. This includes the production of information packs detailing sustainable options of travel to help create a culture of travel by non-car means. This programme of monitoring and commitment to providing off-site improvements to the local road network, with the additional Smarter Choices Campaign carry positive weight.
- 7.30 A comprehensive assessment has been undertaken for the access and movement of service vehicles and for the collection of waste for Development Zone A. These have been approved by the Highway Authority and will be secured by a condition. For the Outline application, these details will be agreed through subsequent Reserved Matters and a condition will require the submission and approval of a Servicing and Delivery Plan.
- 7.31 The site is within Accessibility Zone 4 (as defined within the Car Parking Supplementary Planning Guidance 2005), and an accessibility reduction of up to 25% may be applicable, providing a parking provision range of 254 to 338 spaces. The detailed application for Development Zone A proposes 60 garage spaces, 35 car barns and 195 allocated spaces; a total allocated provision of

290 allocated spaces. In addition, 32 unallocated visitor spaces are provided in bays distributed around the site. This provision is considered to be satisfactory given the proposed Smarter Choices Campaign, Travel Plan and sustainable transport investment.

7.32 Within Development Zone A, several properties have tandem parking. In these instances, on-road spaces are provided in order to prevent parking overspill and in order to ensure unobstructed passage of service vehicles. Garages and car barns meet current design standards and are of sufficient size to accommodate bike and bin storage. External electricity sockets will ensure opportunities are available to charge electric vehicles. The same parking standards have been applied to affordable homes as to market homes. This is considered acceptable. Detailed parking plans will be provided as part of the Reserved Matters applications for each development phase in due courses.

7.33 In summary, the following sustainable transport measures are proposed:

- Pedestrian/cycle routes through the development and connections to the existing urban area of Bishop's Stortford, linking the development to Southern Country Park, the Stort Valley Corridor, the town centre and station;
- Sustainable transport corridor through the site;
- Improvements to London Road/Whittington Way, including bus priority measures;
- Green Travel Plan, Business Travel Plan and a Smarter Choices Campaign, including a period of monitoring;
- Free annual bus tickets for new households;
- Improvement of the Rights of Way (Thorley 001, Thorley 003, Thorley 004 and Bishop's Stortford 34).
- Improvement to the National Cycle Network using funds secured through the Section 106 Agreement.

Design and Layout

- 7.34 The layout of the Development Zone A is in accordance with the Masterplan Framework principles which were formulated during the masterplanning process and subsequently adopted by the Council on 25 July 2018 as a material consideration in determining the planning application.
- 7.35 Having regard to the characteristics of the site and the surrounding area, the density of Development Zone A, at approximately 31.5 dwellings per hectare (dph), is considered to be acceptable. The Masterplan Framework sets parameters for different densities across the site, with higher densities around the neighbourhood centre, and lower densities towards the south-western and north-western edges of the site. Of the 53ha site, 22.10ha will be residential development, resulting in an average residential density of 34dph. Across the site as a whole, taking into account all other land uses proposed, the overall gross density will be in the region of 14dph. Given the large land take afforded to the schools and employment area, this is considered acceptable and in accordance with District Plan Policy DES4.
- 7.36 A number of Public Rights of Way traverse the site east-west, notably the Hertfordshire Way which runs through the north of the site, to the south of Development Zone A. The potential impacts on this key east-west footpath were considered in great depth during the preparation of the Masterplan Framework, the parameters of which have been largely led by the desire to minimise impacts on the route, in accordance with District Plan Policy CFLR3 and Neighbourhood Plan Policy BSS5.
- 7.37 The current footpath currently runs through arable fields, which in the eastern part of the site is limited to a narrow undefined route. The western part of the route is bounded to the north by unmanaged hedgerow. The proposal will enhance this route by providing a clearly defined path with appropriate surfacing and new landscaping. A new focal point will also be created where the Hertfordshire Way intersects the proposed bus-only section of the

spine road, marking where the footway becomes integrated into the urban fabric heading towards London Road. The application also proposes new connections to the footpath from Development Zone A, facilitating access to the longer distance route from the new and existing urban areas. These measures are set out in the submitted Landscape Strategy, the implementation of which will be managed through a condition.

- 7.38 The proposed parameter plans for the Outline application element seek to maintain the current long views afforded from the footpath in a southerly and south-easterly direction by locating built development at the lowest topographic points from the footpath in accordance with Neighbourhood Plan Policy BSS2 and District Plan Policy BISH5. The Masterplan Framework locates the outdoor sports and recreation facilities of the schools and public green space immediately to the south of the footpath, the building heights of the school and employment buildings will also be limited, and the incorporation of street trees will provide visual breaks within the built parts of the site.
- 7.39 Whilst it is acknowledged that there will be a change to the views experienced from the Hertfordshire Way, the Masterplan Framework and submitted Landscape Strategy seek to minimise these impacts, and the proposed improvements to the width and surface treatment of the footpath will be an enhancement from its current condition, making the route more suitable for less able-bodied users. This carries positive weight.
- 7.40 The continuity of Public Rights of Way is important in order to maintain east-west accessibility across the site. The Outline application therefore proposes to enhance the existing routes through the south of the site by incorporating them within an east-west green corridor, which will connect to the Southern Country Park to the west and London Road and beyond to the River Stort Valley to the east. Where these routes are dissected by Obrey Way and the new north-south spine road there will be safe crossing points installed. The Reserved Matters applications will set out the detail of these crossing points, but these principles are contained

within the Masterplan Framework and will be conditioned. The proposed enhancements to the Public Rights of Way carry positive weight.

- 7.41 The Outline application intends to deliver a total of 12.02ha of formal public open space, comprising: 2.49ha of parks and gardens and amenity green space; 9.07ha of natural and semi-natural green space; and 0.16ha of attenuation pond space. These spaces will comprise a mix of formal and informal spaces, orchards and new grassland and wetland habitats created by integrating sustainable drainage features into the green spaces. Within these spaces there are opportunities for circular walks and trim trails, social events and interaction with wildlife as well as for informal sport in accordance with Sport England's advice. These features will contribute positively to the health and wellbeing of residents.
- 7.42 The Outline application proposes 0.30ha of provision for children and young people. The proposed spaces for children and young people will provide play equipment suitable for a variety of ages including natural play opportunities. The management of the wider Landscape Strategy will be set out in more detail at the Reserved Matters stage, which will also need to set out how the proposed school boundary features will be designed to ensure the provisions of Neighbourhood Plan Policies GIP5, BSS2 and BSS5 and District Plan Policies BISH5 and CFLR3 are met.
- 7.43 Street trees will form a key part of the street scene of both Development Zone A and within the Outline element. However, a number of existing trees will need to be removed, some due to their decayed condition and some in order to create the new cycleway and footpath routes and access roads. However, the Landscape Strategy describes how lost trees will be replaced with a planting scheme that will create a net gain to biodiversity in accordance with Neighbourhood Plan Policies HDP3 and GIP4 and District Plan Policies DES3 and NE3.
- 7.44 The new homes in Development Zone A will be predominantly two storeys in height, with some dwellings fronting the Hertfordshire

Way and northern green space being two and half storeys. There are three apartment blocks within Development Zone A of three storeys as indicated on Drawings 14-84-P-10 and 1484-P-11. These are used to create focal points adjacent to the northern green space and on either side of the main spine road at the intersection of the bus-only section and the Hertfordshire Way. This is in accordance with the Masterplan Framework, Neighbourhood Plan Policy BSS2 and District Plan DES4.

- 7.45 The proposed dwellings in Development Zone A incorporate traditional external design and materials of brick and white and buff render with white and black weather-boarding used at focal points. These are reflective of the predominant traditional architecture found in this part of Bishop's Stortford. There are a variety of house designs and street layouts, including mews-style lanes and set-backs, with an emphasis on permeability for pedestrians and cyclists along streets designed to slow vehicular movement. A mixture of single storey garages and car barns are also proposed. This is in accordance with the Masterplan Framework, Neighbourhood Plan Policy BSS2 and District Plan Policies BISH5 and DES4 and carries positive weight.
- 7.46 Appropriate distances are proposed between properties in Development Zone A and the existing property of Thorley House adjacent to the Whittington Way, London Road junction, which is a Grade II Listed Building. In addition, the Masterplan Framework describes how appropriate buffers will be designed along the eastern edge of the later phases of development in order to ensure a satisfactory relationship between existing properties on London road, including Highland Road and Hawthorn Rise. The detail of these measures will be set out at the Reserved Matters stage and will include a limit on the height of buildings to two storeys as well as an enhanced landscape belt. This is in accordance with the Masterplan Framework, Neighbourhood Plan Policy BSS2 and District Plan Policies BISH5 and DES4 and carries positive weight.
- 7.47 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 Sustainability and Energy Statement. The Statement comprehensively assesses the advantages and disadvantages 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 essentially means that the design of new homes achieves consistently high energy efficiency in order to achieve low CO² emission rates, 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. This will result in building design specifications that exceed the requirements of Building Regulations.

7.48 In summary, the following measures are incorporated to reduce energy consumption within the buildings:

- Homes designed to promote passive solar gains, maximise natural daylight, sunlight and ventilation with the majority of homes orientated towards the south;
- New homes and buildings which optimise natural daylight with suitable window sizes relative to living spaces and bedrooms;
- Installation of high efficiency gas boilers with thermostatic control and programmable timers;
- Installation of high efficiency, low energy lighting;
- External walls designed to be resilient to exposure and climate change;
- Passive control measures such as windows with low g-values to limit solar gains on internal temperatures in summer;
- Installations of A-rated appliances where possible;
- Use of low embodied energy materials during construction;
- The pre-fabrication of components where possible.

7.49 The Sustainability and Energy Statement concludes that the development will achieve a reduction in CO² emissions when compared to the target values set out in Building Regulations. This is in accordance with District Plan Policies CC1 and CC2 and DES4 and carries positive weight. In addition, the application makes provision

for broadband infrastructure to be installed, facilitating changing working patterns and reducing the need to travel.

- 7.50 Overall, it is considered that the design and layout of buildings in Development Zone A is of good quality. The Outline application is supported by a number of parameter plans, an overall Landscape Strategy and the Masterplan Framework. It is therefore considered that the parameters set out in the endorsed Masterplan Framework provide a good basis upon which to determine future Reserved Matters applications for the remainder of the site, secured by appropriate conditions.

Healthy and Safe Communities, including community infrastructure

- 7.51 There are a small number of parking courts within Development Zone A. Following initial concerns raised, the design of the parking courts has 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. In order to increase security further a condition will be applied which will require the installation of gates where necessary. In order to prevent blank facades often found in parking courts, there is a combination of parking spaces, car barns and garages. The applicant confirms that the scheme will comply with Secured by Design standards in accordance with District Plan Policy DES5 and as such the Police Crime Prevention Officer fully supports Development Zone A and the principles set out for the Outline element of the application. This carries positive weight.
- 7.52 The Outline element of the application provides for a substantial level of public open space across the site including a Neighbourhood Equipped Area for Play, a Super Equipped Area for Play, Local Equipped Areas for Play along with informal and formal open spaces. Within these spaces there are opportunities for circular walks and trim trails, social events and interaction with wildlife as well as for informal sport and recreation. These features will contribute positively to the health and wellbeing of residents. These principles are set out within the Masterplan Framework

parameter plans and the Landscape Strategy, however, the detail of each space will be provided in Reserved Matters applications in due course.

- 7.53 As part of the Outline application, in accordance with Policy CFLR10, there will be a Community Use Agreement secured via the Section 106 Agreement to make provision for the use of the secondary school sports facilities and outdoor pitches outside of school operation times. Sport England highlight that such agreements can have limitations. It is therefore proposed that financial contributions are dedicated to enhancing the school sports facilities beyond those required to meet education only standards where appropriate. This will be secured via the Section 106 Agreement and discussions are ongoing with the education authority regarding the education requirements, potential projects and costs.
- 7.54 It is acknowledged that there will be additional demand arising from new development in terms of sports and recreation and the application will contribute financially to making improvements to existing facilities in order to increase their capacity and/or improve their facilities. The demand for football pitches goes beyond what this site can reasonably be expected to accommodate given that it is allocated for residential-led mixed-use development. In addition to the school land, there will be opportunities within the green infrastructure and open space provision to enable informal sports and recreation. Notwithstanding this, the Council is working with the Bishop's Stortford Community Football Club to help them identify land solely for their current needs as well as to meet potential future needs. Their aspiration is to consolidate the club's activities into one 'hub' site where they are able to accommodate sufficient numbers of pitches, a club house and spectator facilities. This application will therefore contribute towards meeting these needs through off-site contributions in accordance with Neighbourhood Plan Policies CI and BSS3 and District Plan Policy CFLR7.
- 7.55 In addition to the education facilities, the Outline application makes provision for community facilities, local retail units and employment land at a neighbourhood centre. The NHS has not responded to the

application at the time of writing, and while it is anticipated that an off-site contribution will be made towards the enhancement of the Thorley Park branch of Church Street Surgery, there is scope within the local centre to accommodate a healthcare facility if a need is later identified. It is further proposed to enhance the Old School House in London Road which is home to a local Scout group. These contributions towards community facilities will be secured via the Section 106 Agreement and carry positive weight.

- 7.56 The site as a whole will be maintained and managed by a charitable trust, The Land Trust, ensuring a high quality stewardship of the scheme in accordance with District Plan Policy DES4. A Landscape and Ecology Management Plan will be secured via a condition. This carries positive weight.

Education Facilities

- 7.57 In accordance with Neighbourhood Plan Policies EP1, EP2, EP3, EP4, EP5 and EP6, and District Plan Policies BISH5 and CFLR10, the application will deliver land available for both primary (including early years) and secondary education.
- 7.58 In relation to primary education, HCC has modelled the yield which will arise not only from the application site as a whole, but also arising as a result of the development of other allocated sites in the town. The application at Bishop's Stortford South makes provision for sufficient land to accommodate a three form entry primary school. Pupil yield modelling has indicated that approximately 2.05 forms of entry would arise from the application proposals as a whole. However, HCC has requested that a three form school is delivered in order to accommodate the additional yield expected to arise from the other allocated sites. As such, a commensurate proportion of financial contributions will be sought from this application site and each of the allocated sites in turn. This will be secured via the Section 106 Agreement.
- 7.59 At secondary education level, the Outline element of the application makes provision for a secondary school of up to eight forms of

entry. Pupil yield modelling has indicated that approximately 1.98 forms of entry would be expected to arise from the site as a whole, half of which would be male (0.99FE). It is intended that the current Bishop's Stortford High School will relocate to the site from their current London Road premises with an immediate expansion of 0.8FE from 5.2FE to 6FE. This leaves 0.19FE of male yield which will be met via the future expansion of the Bishop's Stortford High School up to 8FE, and 0.99FE of female yield which will be met through the expansion of The Herts and Essex High School and Science College by up to 2FE.

- 7.60 In terms of cumulative yield arising from other allocated sites, these developments will be required to contribute towards the further expansion of up to eight forms of entry at the Boy's School and towards the future expansion of the Girl's School in due course.
- 7.61 The provision of new and improved education facilities at both primary and secondary level is of significant positive weight.

Other Proposed Uses

Employment and retail

- 7.62 The Outline element of the application makes provision for 4.01 hectares of employment land alongside a neighbourhood centre which will include up to 1,000sq.m of A1 retail floorspace and up to 2,200sq.m of other uses (Classes A2, A3, A4 A5 and D1). Although no healthcare facility is currently envisaged at the local centre, there is scope within the above Use Classes for part of the floorspace provided to be used for a healthcare facility should this need be identified in the future.
- 7.63 Within the employment area, a range of uses are proposed (B1, B2, B8 and *Sui Generis*), this is to ensure flexibility in attracting occupants and investors. The applicant is committed to partaking in and contributing towards a study being commissioned by the Council, which will be looking at the types of employment uses that are suitable and viable for new employment land in the town within

the strategic sites of Bishop's Stortford North and Bishop's Stortford South. The principle of employment uses will be determined through granting of this Outline application. However, the detail of the proposed uses will be determined in due course through the Reserved Matters applications. There are adequate safeguards in place to ensure that the design of any proposals will meet the expectations of the Masterplan Framework.

- 7.64 The Masterplan Framework locates these areas within the south-eastern corner of the site close to the southern access, where they will be accessible to the strategic road network and will benefit from a separate access off the main spine road to avoid conflicts with residential uses. This is in accordance with Neighbourhood Plan Policy BSS4 and District Plan Policy TRA2.
- 7.65 The Outline proposal makes provision for a range of community infrastructure uses as well as local retail facilities within the neighbourhood centre. The relocation and expansion of the secondary school and creation of a new primary school and care home will also provide new job opportunities in addition to those provided in the retail and employment uses. The provision of new employment-generating uses on-site should be attributed significant positive weight.

Flood risk management, including climate change, water efficiency and quality

- 7.66 The site as a whole lies within Flood Zone 1 and there is therefore no risk from fluvial flooding. The proposal is supported by a comprehensive drainage strategy, and subject to conditions, the Lead Local Flood Authority (LLFA) has no objection to the grant of permission.
- 7.67 There is a small seasonal brook which runs north-west to south-east through the southern part of the site. The Masterplan Framework and Landscape Strategy incorporate this watercourse into the wider green infrastructure and sustainable drainage network for the Outline element of the site, enhancing this habitat within a wider

green corridor. This will have the benefit of storing and cleaning surface water on-site before it is released through managed discharge towards the river Stort, which lies beyond London Road to the east of the site. The integration of sustainable drainage features within the wider Landscape Strategy is in accordance with Neighbourhood Plan Policies HDP3 and GIP4 and carries positive weight.

- 7.68 The Flood Risk Assessment takes account of 1 in 100 year storm events and makes 40% uplift provision for climate change resilience. Comprehensive calculations have been provided for the site as a whole and detailed diagrams provided for Development Zone A, which have been agreed by the Lead Local Flood Authority. The range of sustainable drainage measures proposed across the site is sufficient to accommodate increases in surface water, including during extreme events. The attenuation of water within the SuDS network on-site will enable the filtration and cleaning of surface water through reed bed systems, and will also ensure flows are managed to prevent flooding downstream within the Thorley Flood Pound SSSI. Detailed designs will be required for subsequent Reserved Matters applications for the Outline elements in due course. The submitted assessments and drainage strategy are considered to meet the requirements of Neighbourhood Plan Policy HDP3 and District Plan Policies WAT1 and WAT3 and therefore carries positive weight.
- 7.69 In terms of water efficiency, District Plan Policy WAT4 requires that developments achieve a target consumption rate of 110 litres per person per day. The Sustainability and Energy Statement states that this target will be met through the use of a range of water efficiency measures such as dual flush WCs; water meters, Low-flow fittings and, provision of external water butts and where appropriate, water efficient appliances. This carries positive weight.

Contamination and pollution

- 7.70 EHDC Environmental Health advised that the reports submitted in respect of contamination and noise impact are satisfactory and

conditions are recommended to ensure that potential issues relating to piling operations are managed appropriately in accordance with Policy EQ1 of the District Plan. Conditions are also recommended to ensure appropriate noise and odour mitigation measures are utilised where necessary. Conditions are also recommended to address air quality mitigation and external lighting.

- 7.71 Of particular local concern is the potential impact of aircraft noise on the amenity of new properties, and in particular on the proposed education facilities. A Noise and Vibration Impact Assessment has been undertaken for the site as a whole, which takes into account the potential noise impacts associated with current and permitted levels of aircraft movements. The results indicate that the south-eastern corner of the site is closest to, but lies beyond the outer noise contour thresholds. This indicates that while this area of the site may be affected by aircraft noise, the occupants should not experience significant daytime annoyance or adverse sleep disturbance effects. The Masterplan Framework locates employment uses within this part of the site rather than residential uses.
- 7.72 Regardless of the results of the assessment, the conditions recommended by Environmental Health Advisers will ensure that appropriate mitigation measures are in place. Such mitigation measures can include landscaping, acoustic fencing and walls, building orientation and internal layout amendments, triple glazing, insulation and trickle ventilation if required. Full details will be provided alongside the Reserved Matters applications for the later phases of development in due course.

Natural environment

- 7.73 The site as a whole lies within Area 85 Thorley Uplands of the East Herts Landscape Character Assessment and comprises open farmland.

- 7.74 Herts Ecology has not responded to the application, but has provided detailed pre-application advice to the applicant and Officers. Given the current use of the site as intensive arable farmland, there are few features of ecological significance on the site. Submitted ecological surveys do however confirm evidence of protected species within and in the vicinity of the site. The site is in the vicinity of the Thorley Flood Pound SSSI and within the Zone of Influence for Hatfield Forest Special Area of Conservation. Natural England and the National Trust has requested financial contributions towards the mitigation of possible recreational impacts on the forest which is agreed in principle, subject to the results of visitor surveys which quantify potential impacts, the identification of projects and compliance with CIL Regulations.
- 7.75 The proposed on-site mitigation measures detailed in the submitted Ecological Impact Assessment are reasonable and proportionate. The proposals will satisfy local and national policy to deliver biodiversity gain and therefore carries positive weight. However, a condition is recommended to secure the production of a Landscape and Ecology Management Plan to ensure these mitigation measures are implemented.
- 7.76 In summary, proposed mitigation for the site as a whole includes:
- The creation of a green corridor through the site which integrates SuDS to create a diverse species-rich riparian environment;
 - The creation of informal open space with a variety of ground flora, grassland, trees and hedgerows;
 - The retention and enhancement of trees and hedgerows during construction and occupation (unless agreed in the Landscape Strategy);
 - The removal of dead, diseased and dying trees with replacements where suitable;
 - The integration of bat and bird boxes;
 - A sensitive lighting scheme;
 - New species surveys.

- 7.77 Whilst the Herts and Middlesex Wildlife Trust object to the lack of a biodiversity metric, they consider that the proposal will provide net gains to biodiversity. This is endorsed by Herts Ecology advice to Officers which states that a calculator is required in this instance given the current ecologically poor environment and the mitigation measures proposed. Comprehensive surveys have been undertaken and their findings considered sound, therefore both the Outline application and detailed application for Development Zone A comply with the requirements of Neighbourhood Plan Policy GIP4 and District Plan Policies NE1, NE2 and NE3.

Heritage impact

- 7.78 There are two Listed Buildings along London Road to the east of the Development Zone A: Thorley House and Thorley House Sparrows Nest. However, the proposed buildings in Development Zone A are limited to two storeys in height, are located a sufficient distance from the buildings, and will be set behind a current landscaping belt of dense hedgerow and mature trees. As such it is considered that Development Zone A will not give rise to any heritage impact in accordance with District Plan Policy HA7.
- 7.79 There are a number of other Listed Buildings along London Road that will be considered at the subsequent Reserved Matters stages in due course. However, the Masterplan Framework sets clear parameters and principles to ensure appropriate relationships are created between the new development and existing properties and in particular to the Listed Buildings.
- 7.80 Beyond the site to the south-east, the Scheduled Monument of Wallbury Camp lies on elevated ground approximately 750m from the south-eastern corner of the site. A Heritage Impact Assessment has been undertaken accompanied by representatives of Historic England. A series of visual impact assessments were undertaken using the proposed maximum building height parameters, the results of which identify no harm to the Scheduled Monument. This is in accordance with District Plan Policies BISH5 and HA1 and carries positive weight.

- 7.81 Beyond the site to the south-west, Thorley Church is an important local landmark. Policy BISH5 requires the development to facilitate views towards the church. This will form part of the consideration of Reserved Matters for later phases in due course.
- 7.82 The site has been subject to a number of geophysical surveys and trenching through previous applications which were extended to cover the extent of the Outline application. There has been a long history of human activity and settlement in the area and surveys have uncovered finds which may be of 'at least regional importance'. The HCC Historic Environment Adviser therefore recommends a pre-commencement condition to undertake further investigation to assist in the understanding of human activity and to ensure that any finds are appropriately recorded and displayed where necessary. This has been agreed with the applicant. This is in accordance with Policy HA3 of the District Plan.

8.0 Infrastructure/Planning Obligations

- 8.1 HCC request financial contributions towards nursery education, childcare, primary education, secondary education, youth provision, library provision and the provision of fire hydrants:
- Secondary education £9,864,502.00
 - Primary education £10,000,551.00
 - Childcare £96,176.00
 - Youth facilities £30,420.00
 - Library facilities £121,690.00
- 8.2 The Highway Authority request £100,000 towards sustainable transport measures which will be used for the improvement of the National Cycle Network. Contributions will also be sought toward the cost of the diversion of bus routes through the site (sum to be agreed), £50,000 toward the provision of bus activation devices at two London Road junctions, and £6,000 Evaluation and Support Fee per Travel Plan towards the administrative costs of monitoring the objectives of the Travel Plan and engaging in any Travel Plan Review.

8.3 In addition, the Highway Authority request that the applicant enter into a Section 278/38 Agreement to make provision for high quality bus stops within the proposed development.

8.4 The NHS has not responded to the application. However, evidence of correspondence between the NHS and the applicant has been submitted to the application which indicates that contributions will be directed towards the Thorley Park branch of Church Street Surgery. Using previously agreed calculations as a basis, it is estimated that this sum will be in the region of £465,660.

8.5 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. 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. Obligations are to be sought in respect of health and fitness, indoor sport, outdoor playing pitches, allotments and cemetery capacity, subject to the identification of projects and compliance with the CIL Regulations, estimated as follows;

• Health and fitness	£210,491.00
• Indoor sport and recreation	£765,835.00
• Playing pitches	£538,352.00
• Allotments	£72,579.00
• Cemeteries	£12,700.00

8.6 However, Members are advised that planning obligations relating to open space, sports and recreation and community facilities are subject to ongoing discussion relating to the identification of projects and in particular whether some of these contributions could be diverted to the secondary school, subject to compliance with the CIL Regulations.

8.7 Members are advised that the planning obligations relating to the site are substantive due to the education mitigation costs arising. As

there may be changes to the number of homes proposed in other strategic allocations across the town, the proportionate costs assigned to this site may also change. The financial obligations are therefore subject to ongoing discussions. Planning conditions may also require amendment. Officers therefore request delegated authority to finalise these matters.

9.0 Planning Balance and Conclusion

- 9.1 The detailed application of Development Zone A will deliver 142 dwellings as part of the District Plan development strategy, including 56 (40%) affordable units. The Outline application also proposes approximately 608 dwellings, a care home, up to 4ha of employment land, a local centre, a primary school of up to three forms of entry with an early years facility, a secondary school of up to eight forms of entry, and associated community facilities and infrastructure. This carries significant positive weight.
- 9.2 The proposal delivers land for the relocation and expansion of The Bishop's Stortford High School and the creation of a new primary school to accommodate the child product of the site (including the cumulative needs arising from the development strategy). This carries significant positive weight.
- 9.3 Overall, it is considered that the design of the layout and buildings for Development Zone A is of good quality, such that it complies with the policy aspiration for the strategic sites. The site was subject to extensive pre-application discussions and the collaborative masterplanning process. The density of the site at 31.5dph is appropriate and there is a variety of character and design approaches across the site. 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 usage. The overall design characteristics of the development carry positive weight.
- 9.4 The Outline application is supported by a Masterplan Framework with clear parameters and principles, and will be managed through

the submission of subsequent Reserved Matters applications in due course.

- 9.5 The proposal provides for satisfactory access to the development, an appropriate level of parking provision and the required highway mitigation measures. The highway impacts of the development are therefore considered to be neutral.
- 9.6 Subject to conditions, the heritage, contamination and pollution impacts of the development are regarded as neutral.
- 9.7 Subject to conditions, the ecological impacts of the development are regarded as positive.
- 9.8 The proposal delivers appropriate levels of financial contribution towards infrastructure. This is assigned positive weight.
- 9.9 The comments of Bishop's Stortford Town Council and Thorley Parish Council in respect of compliance with specific District Plan policies are noted. However, the scheme's compliance with Neighbourhood Plan and District Plan policy requirements is addressed above. Officers are satisfied that the scheme complies with District Plan and Neighbourhood Plan policy.
- 9.10 Overall, the scheme is considered to be of good design quality and a sustainable form of development.

RECOMMENDATION

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

That delegated authority be granted to the Head of Planning and Building Control to finalise the detail of the Legal Agreement, the contributions to be contained therein and conditions.

Draft Legal Agreement

- The provision of 56 units of affordable housing (84% affordable rent and 16% intermediate affordable housing);
- The provision of land for the relocation of the Bishop's Stortford High School;
- HCC expansion of the Bishop's Stortford High School to 6FE
£4,778,970.00
- HCC expansion of the Bishop's Stortford High School beyond 6FE
£158,975.00
- HCC expansion of the Herts and Essex High School and Science College
£4,926,557.00
- The provision of 2.95ha of land for a new three-form entry primary school, including nursery education;
- HCC New Three-Form Entry Primary School and nursery
£10,000,551.00
- HCC Sustainable transport £100,000.00
- HCC Travel Plan monitoring
£6,000.00 x 3
- HCC

Childcare Services	£96,176.00
Youth facilities	£30,420.00
Library facilities	£121,690.00
The provision of fire hydrants	

- NHS – financial contribution to off-site expansion (Sum to be agreed)
- Arrangements for the future maintenance and stewardship of the public realm/public open space and play equipment.
- EHDC (subject to the identification of projects and compliance with CIL Regulations)
- Health and fitness £210,491.00
- Indoor sport and recreation £765,835.00
- Playing pitches £538,352.00
- Allotments £72,579.00
- Cemeteries £12,700.00
- Financial contribution towards the renovation of the Scout Centre, Old School, Thorley Lane (Sum to be agreed)

Draft Schedule of Conditions

1. Three Year Time Limit
The part of this development for which full planning permission has been granted shall be begun within a period of three years commencing on the date of this notice.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 and to ensure the timely implementation of the development in accordance with Policy DPS1 and BISH5 of the East Herts District Plan 2018.

2E10 Approved plans

The development hereby approved shall be carried out in accordance with the approved plans listed at the end of this Decision Notice.

Reason: To ensure the development is carried out in accordance with the approved plans, drawings and specifications.

2. Outline permission time limit - OUTLINE

Applications for the approval of the Reserved Matters shall be made to the Local Planning Authority not later than 3 years from the date of this permission. The development hereby permitted in Outline form shall be begun not later than 5 years from the date of this permission, or not later than one year from the date of approval of the last Reserved Matters, whichever is the later.

Reason: To prevent the accumulation of unimplemented permissions, to comply with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended) and to ensure the timely implementation of the development in accordance with Policies DPS3, DPS4 and BISH5 of the East Herts District Plan 2018.

3. Details of Reserved Matters

No development, in relation to that part of the site for which Outline planning permission is granted, apart from enabling works, earthworks and access works, shall commence before detailed plans showing the layout, scale and external appearance of the buildings to be constructed and landscaping to be implemented (hereinafter referred to as "the Reserved Matters") on that part of the site have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

Reason: To comply with the requirements of section 92 of the Town and Country planning Act 1990 and the provisions of the Town and Country Planning (Development Management Procedure) Order 2015 and to ensure that high standards of urban design and a comprehensively planned development are achieved in accordance with the NPPF.

4. Provision of Self-Build/ Custom-Build Plots

As part of the submission of any Reserved Matters application relating to the residential part of the site, there shall be submitted details of the provision to be made for self-build plots, including the timing of that provision. Once agreed as part of the Reserved Matters approval, those plots identified for self-build purposes shall

be made available for that use in accordance with the agreed timescale.

Reason: In order to ensure that appropriate provision is made in accordance with policy HOU8 of the East Herts District Plan 2018).

5. Submission_of_Phasing_Plans

Prior to the commencement of any works on the site, a site wide Phasing Plan shall be submitted to, and approved in writing by the Local Planning Authority. The Phasing Plan shall set out the details of the proposed sequence of development across the entire site and the extent and location of individual development phases. Once approved, the development shall be implemented in accordance with the approved Phasing Plan. The Phasing Plan shall include details and relative timescales of the provision of the following matters in relation to each Phase:

- a) Major infrastructure including roads, footpaths and cycleways;
- b) Green and landscaped spaces, including areas for play;
- c) The location and timing of provision of land for the education facilities;
- d) Measures to be implemented to ensure wayfinding for both occupiers of the site and for those travelling through it.

Reason: To ensure proper management of the phasing of the development and the provision of relevant infrastructure at appropriate times throughout the development in the interests of the amenity of occupiers and users of the site and in accordance with the requirements of Policies DPS3, DPS4 and BISH5 of the East Herts District Plan 2018.

6. Submission of a Construction Management Plan

Prior to the commencement of each phase of the development (as Outlined in the Phasing Plan, once approved), a detailed Construction and 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 plan. The plan shall include the following:

- a) The construction programme and phasing;
- b) Hours of operation;
- c) Details of any highway works necessary to enable construction to take place;
- d) Details of any works to the Public Rights of Way, in accordance with Highway Informatives AN6;
- e) Details of servicing and delivery, including details of site access, compound, hoarding, parking, loading, unloading, turning areas and materials storage areas;
- f) Where works cannot be wholly contained within the site, a plan should be submitted showing the site layout on the highway, including extent of hoarding, pedestrian routes and remaining road width for vehicle movements and proposed traffic management;
- g) Management of construction traffic and deliveries to reduce congestion and avoid school pick up/drop off times, including numbers type and routing;
- h) Control of dust and dirt on the public highway, including details of wheel washing facilities and cleaning of site entrance adjacent to the public highway;
- i) Details of public contact arrangements and complaint management
- j) Construction waste management proposals
- k) Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour.
- l) Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures.
- m) Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason: In the interests of highway safety and the control of environmental impacts, and in order to protect the amenity of existing and future residents during the course of the development in accordance with policies TRA2, CFLR3, EQ2, EQ3 and EQ4 of the

East Herts District Plan 2018 and Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan 2018.

7. Detailed Highways Plans

Prior to the commencement of each Phase of the development (as Outlined in the Phasing Plan, once approved) full details (in the form of scaled plans and / or written specifications) shall be submitted to and approved in writing by the Local Planning Authority to illustrate the following:

- a) Roads, footways;
- b) Cycleways;
- c) Foul and surface water drainage;
- d) Visibility splays;
- e) Access arrangements, including temporary construction access;
- f) Parking provision in accordance with adopted standard, including cycle storage;
- g) Loading areas;
- h) Turning and circulation areas.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

8. Vehicular Access

Prior to commencement of the development for which full planning permission has been granted, the vehicular accesses shall be provided and thereafter retained at the position shown on the approved in principle drawing number GA1 revision 21. With the access roads provided 5.5 metres wide for at least the first 20 metres complete with 8.0 metres radius kerbs thereafter the access roads shall be provided at least 5.0 metres wide to the current specification of Hertfordshire County Council and to the Local Planning Authority's satisfaction. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

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

9. Waste Collection Routes and Specification

The development for which full planning permission has been granted (Development Zone A) shall be carried out in accordance with the approved Refuse Plan (Drawings 1484-P08, 1484-P-09 and E3796-790K dated 4th March 2019).

Prior to the commencement of each subsequent phase of development (as Outlined in the Phasing Plan, once approved), further details of the circulation route for refuse collection vehicles have been submitted to the Local Planning Authority and approved in writing. The required details shall include a full construction specification for the route, and a plan defining the extent of the area to which that specification will be applied. No dwelling forming part of the development phase in question shall be occupied until the refuse vehicle circulation route has been laid out and constructed in accordance with the details thus approved, and thereafter the route shall be maintained in accordance with those details.

Reason: To facilitate refuse and recycling collections.

10. Maintenance of Streets

Prior to commencement of each phase of the development (as Outlined in the Phasing Plan, once approved) full details shall be submitted to and approved in writing by the Local Planning Authority in relation to the proposed arrangements for future management and maintenance of the proposed streets within the development. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard.

11. Details of Hard Surfacing Materials

Prior to commencement of each phase of the development (as Outlined in the Phasing Plan, once approved), details of all materials to be used for hard surfaced areas within the site, including roads, drainage details, driveways and car parking areas shall be submitted to the Local Planning Authority for approval in writing. The development shall thereafter be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that internal roads, drainage and parking areas are built to Highway Authority standards and requirements.

12. School Land Specification

2.95ha of land shall be made available for the provision of a three form entry primary school as set out in the Hertfordshire County Council Primary School Land Specification. Prior to the commencement of development, details regarding the internal school layout in terms of materials to be used for hard surfaced areas including roads, cycleways, footpaths, public rights of way and car parking areas shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that all highway areas relating to the education facilities are constructed to adoptable standards.

13. School Land Specification – Secondary

12.64ha of land shall be made available for the provision of a secondary school of up to eight forms of entry, as set out in the Hertfordshire County Council Secondary School Land Specification. Prior to the commencement of the development of the secondary school, details regarding the internal school layout in terms of materials to be used for hard surfaced areas including roads, cycleways, footpaths, public rights of way, car parking areas and bus

waiting and turning areas shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that all highway areas relating to the education facilities are constructed to adoptable standards.

14. Monitoring and Management of Highway Impacts

Prior to the commencement of each phase of the development (as Outlined in the Phasing Plan, once approved), a Highway Impact Monitoring and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This will be agreed in collaboration with the Highway Authority and will set out a mechanism of continual review of the transport impacts of the development to include (but not be restricted to) the installation of traffic counters upon each access, travel plan monitoring and regular dialogue between Developer, Local Planning Authority and Highway Authority. The findings of this work shall be shared between all interested parties with a view to remedying any problems arising directly from the construction or occupation of the development. Such mitigation measures may include:

- a) Any capacity benefits unlocked within the London Road corridor being locked in for sustainable transport (inclusive of buses).
- b) Measures to discourage rat-running use of Pigs Lane for traffic travelling from the site to/from the airport and/or to access the M11.
- c) Additional measures to reduce severance between the site and the town centre.
- d) Measures to improve the operation of the London Road/Whittington Way and London Road and Thorley Hill junctions - including bus priority which would be linked through the corridor.

Reason: To ensure that the development is appropriately mitigated to ensure impacts are no worse at any time during the construction phase and on completion of the development.

15. Landscape and Ecology Management Plan

Prior to the commencement of each phase of the development (as Outlined in the Phasing Plan, once approved), a Landscape and Ecology Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The developer shall thereafter secure and implement such measures in accordance with the requirements of the approved scheme. The Plan shall include full details of both hard and soft landscaping including at least the following:

- a) Proposed finished levels and contours;
- b) Means of enclosure;
- c) Minor artefacts and structures (e.g. street furniture, play equipment, refuse or other storage units, signs, lighting);
- d) Proposed functional services above and below ground (e.g. drainage, power, communications cables, pipelines, etc. indicating lines, manholes, supports etc.);
- e) Description and evaluation of existing soft landscaping features to be retained;
- f) Schedules of plants, noting species, planting sizes and proposed numbers/ densities where appropriate;
- g) Implementation timetables, including clearance to avoid nesting periods;
- h) Preparation of an annual work plan, including monitoring (which shall include for the provision and maintenance of habitats for a period of not less than 10 years from commencement of the development);
- i) The implementation of Species-specific mitigation measures as set out in the submitted Ecological Impact Assessments, including Appendices, the Arboricultural Impact Assessment and Tree Protection Plan, the Landscape Strategy and the Environmental Statement (as amended).

Reason: This Management Plan is required to be undertaken prior to the commencement of the development to secure the protection of and proper provision for protected species and habitats of ecological interest in accordance with Policies NE1, NE2 and NE3 of the East Herts District Plan 2018 and to ensure the provision, establishment and maintenance of a reasonable standard of

landscaping in accordance with the approved design, in accordance with Policies BISH5, DES3 and DES4 of the East Herts District Plan 2018.

16. 4P05 Tree/hedge retention and protection

All existing trees and hedges shall be retained, unless shown on the approved drawings as being removed. All trees and hedges on and immediately adjoining the site shall be protected from damage as a result of works on the site, to the satisfaction of the Local Planning Authority in accordance with BS5837: 2012 Trees in relation to design, demolition and construction, for the duration of the works on site and until at least five years following contractual practical completion of the approved development. In the event that trees or hedging become damaged or otherwise defective during such period, the Local Planning Authority shall be notified as soon as reasonably practicable and remedial action agreed and implemented. In the event that any tree or hedging dies or is removed without the prior consent of the Local Planning Authority, it shall be replaced as soon as is reasonably practicable and, in any case, by not later than the end of the first available planting season, with trees of such size, species and in such number and positions as may be agreed with the Authority.

Reason: To ensure the continuity of amenity afforded by existing trees and hedges, in accordance with Policy DES3 of the East Herts District Plan 2018.

17. Tree Replacement

If, within a period of five years from the date of the planting of any tree approved as part of the landscaping details approved, or any tree planted in replacement for it, that tree is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted in the same place, unless the Local Planning Authority gives its written approval to any variation.

Reason: To ensure the provision of amenity afforded by the proper maintenance of existing and/or new landscape features, in accordance with Policy DES4 of the East Herts District Plan 2018)

18. Programme_of archaeological work

Prior to commencement of each phase of the development (as Outlined in the Phasing Plan, once approved), an Archaeological Written Scheme of Investigation shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved scheme. Each phase of the development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the approved Written Scheme of Investigation and the provision made for analysis and publication where appropriate. The Scheme of Investigation shall include the following:

- a) The programme and methodology of site investigation and recording
- b) The programme for post investigation assessment
- c) Provision to be made for analysis of the site investigation and recording
- d) Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e) Provision to be made for archive deposition of the analysis and records of the site investigation
- f) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason: The programme is required to be undertaken prior to the commencement of the development to secure the protection of and proper provision for any archaeological remains in accordance with Policies HA3 and BH3 of the East Herts District Plan 2018 and the National Planning Policy Framework.

19. Broadband Infrastructure

Prior to the commencement of any Phase of the development hereby permitted (as Outlined in the Phasing Plan, once approved) details of the measures required to facilitate the provision of high speed broadband internet connections to the development 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 and commercial unit. Once approved, high speed broadband infrastructure shall be implemented thereafter in accordance with the approved details and made available for use prior to first occupation of the residential and commercial to which it relates.

Reason: In order to ensure the provision of appropriate infrastructure to support the future sustainability of the development in accordance with policy BISH5 and DES4 of the East Herts District Plan 2018.

20. Electric Car Charging Points

Prior to the commencement of any Phase of the development hereby permitted (as Outlined in the Phasing Plan, once approved) details of the installation of and measures to facilitate the provision of electric vehicle charging points to the development 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 residential and commercial uses. Once approved, electric vehicle charging points shall be installed in accordance with the approved details and made available for use prior to first occupation of the residential and commercial to which it relates.

Reason: In order to ensure the provision of appropriate infrastructure to support the future sustainability of the development in accordance with policy BISH5 and DES5 of the East Herts District Plan 2018.

21. Materials of construction

Prior to any above ground construction works being commenced for each phase of the development (as Outlined in the Phasing Plan,

once approved), the external materials of construction for the buildings hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved materials.

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

22. Bird Hazard Management Plan

No development, in relation to that part of the site for which Outline planning permission is granted, apart from enabling works, earthworks and access works, shall commence before the submission of and approval in writing by the Local Planning Authority of a Bird Hazard Management Plan. This shall include:

- a) Building design features which prevent the nesting and roosting of hazardous birds,
- b) a management regime which includes the monitoring and if necessary removal of gull nests and eggs where necessary.
- c) Design of green infrastructure and flood attenuation basins to include features that discourage the species of birds that are hazardous to aircraft, including the prevention of bird feeding.

Reason: To ensure the safeguarding of flight safety through birdstrike avoidance in accordance with advice from the Safeguarding Authority for Stansted Airport.

23. Highway Infrastructure

Prior to the first use of either school hereby permitted, the following transport infrastructure shall be constructed in accordance with a detailed scheme to be agreed in writing with the Local Planning Authority in consultation with the Highway Authority:

- a) New roundabout upon A1184 with main distributor spine road to school vehicular entrances with adequate turning head;

- b) 4-metre-wide cycleway from school entrances to formal crossing points of Whittington Way to Thorley Lane and Villiers-Sur-Marne Avenue;
- c) 4-metre-wide cycleway from school entrances to crossing point of Obrey Way; and,
- d) A scheme of cycle signing to Bishop's Stortford Town Centre, Bus Station and Railway Station.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

24. 20mph_Speed Restriction Zone

Prior to the occupation of the primary and secondary schools, provision should be made for the promotion and implementation of a 20mph zone within 50m of any highway entrance / egress.

Reason: To improve safety for children attending these schools.

25. Green Travel Plan

Prior to the occupation of each phase of the development (as Outlined in the Phasing Plan, once approved), a Framework Travel Plan, which includes a Residential Travel Plan, a School Travel Plan, a Business Travel Plan and Smarter Choices Campaign for the development shall be submitted to and approved in writing by the Local Planning Authority, the Plan shall accord with the Hertfordshire County Council document – Hertfordshire Green Travel Plan Guidance, or any amending document and shall include a timetable for implementation and monitoring arrangements. The Travel Plans shall thereafter be implemented in accordance with the approved timetable.

Reason: To promote the use of non-car modes of transport in accordance Policy TRA1 of the East Herts District Plan 2018.

26. Public Transport Infrastructure

Prior to the occupation of each phase of the development (as Outlined in the Phasing Plan, once approved), provision shall be

made for the operation of public transport infrastructure both within the development site and on the wider routes that the proposed public transport services will travel in order to encourage the patronage of the public transport network. This infrastructure shall comprise of but is not limited to the following:

- a) High quality bus stop facilities to include raised height kerbs and shelters;
- b) Real time information signs at key stops; and
- c) Bus priority measures where appropriate to ensure that the proposed services avoid congested areas of the network.

Note: The future locations of all bus stops within the development should be determined prior to commencement of works and clearly marked on site during construction of the internal roads to ensure visibility for perspective purchasers.

Reason: To ensure proper management of the revised layout in the interests of highway safety and efficiency.

27. Bus Season Tickets for New Residents

Upon first occupation of each dwelling, the provision of two vouchers per dwelling entitling the residents to 12 months free bus travel within the area covered by the Bishop's Stortford PlusBus season ticket. The vouchers are to be valid for exchange during the first 6 months following the occupation of the respective dwelling unit.

Reason: To ensure propose management of modal shift and encourage use of sustainable transport modes to travel within Bishop's Stortford and inclusive areas.

28. Cycle Route

Prior to the occupation of each phase of the development (as Outlined in the Phasing Plan, once approved), provision of a network of off-carriageway cycle routes shall be made linking all areas of the development with the Rail Station, Bishop's Stortford town centre, development sites to the north and south, existing

cycle infrastructure (including National Cycle Routes 11 and 16) and crossing points along London Road. These routes shall be appropriately hard surfaced, illuminated and with a minimum width of 3 metres where they are independent of a footway or 4 metres overall where there is a shared use provision with a footway.

Reason: To ensure proper management of modal shift and encourage use of sustainable transport modes to travel within Bishop's Stortford and surrounding areas.

29. **Walking Routes**

Prior to the occupation of each phase of the development (as Outlined in the Phasing Plan, once approved), provision of a network of footways shall be made linking all areas of the development with the Rail Station, Bishops Stortford Town Centre, development sites to the north and south of the site, and crossing points along London Road, Whittington Way, Obrey Way and the proposed central spine road. These routes shall be appropriately hard surfaced, illuminated and with a minimum width of 2 metres where they are independent of a cycleway or 4 metres overall where there is a shared use provision with a cycleway.

Reason: To ensure proper management of modal shift and encourage use of sustainable transport modes to travel within Bishops Stortford and surrounding areas.

30. Visibility Splays

Prior to the occupation of each phase of the development (as Outlined in the Phasing Plan, once approved), visibility splays measuring 2.4m x 43m shall be provided to each side of each access where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety. To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

31. Noise Attenuation

Prior to the occupation of each phase of the development (as Outlined in the Phasing Plan, once approved) a scheme for protecting the proposed dwellings from road traffic noise, and noise from nearby industrial and commercial units (both on-site and off-site where applicable) shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall follow the recommendations identified in the Mayer Brown Noise and Vibration Assessment report dated August 2018. None of the dwellings shall be occupied until such a scheme has been implemented in accordance with the approved details, and shown to be effective, and it shall be retained in accordance with those details thereafter. Other noise sources that will need to be taken into account in an updated noise impact assessment to inform the subsequent design and layout of the site, and orientation of dwellings (in accordance with the best practice guidance set out in ProPG 2017), and assessed in accordance with relevant noise standards:

- Outdoor Sports Facilities including any Multi-Use Games Areas (MUGA)
- External fixed plant on commercial premises, including schools, the proposed care home and existing electricity sub-station
- On-site commercial operations, especially proposed A3, A4, A5, B2 and B8 uses.

- The large-scale earthworks for the construction of an agricultural reservoir at Thorley Hall Farm to the south of the site, which also includes the construction and operation of a materials processing plant on site.
- A vehicle repair workshop at Thorley Motors to the east of the site.

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

32. 6N01 Noise Attenuation - External Commercial Plant
Noise resulting from the operation of external fixed plant on commercial, educational and community buildings shall not exceed the existing background level inclusive of any penalty for tonal, impulsive or other distinctive acoustic characteristics when measured or calculated according to the provisions of BS4142:2014.

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

33. 2E33 Contaminated land survey and remediation
No development approved by this Outline permission shall take place until a Phase 3 Remediation Strategy, to address the contamination risks identified in the previously submitted Phase 1 Contamination Assessment and Phase 2 Geoenvironmental Reports has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall include an options appraisal giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency action.

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 the National Planning Policy Framework, and in order to protect human health and the

environment in accordance with policy EQ1 of the East Herts District Plan 2018.

34. 6N01 Odour Mitigation

Prior to any A3, A4 or A5 use commencing on the development, a scheme containing full details of arrangements for internal air extraction, odour control, and discharge to atmosphere from cooking operations, including any external ducting and flues, shall be submitted to and approved in writing by the Local Planning Authority. The works detailed in the approved scheme shall be installed in their entirety before the use hereby permitted is commenced. The equipment shall thereafter be maintained in accordance with the manufacturer's instructions and operated at all times when cooking is being carried out unless otherwise agreed beforehand in writing with the Local Planning Authority.

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

35. 6N01 Air Quality

No occupation of any dwellings hereby permitted shall take place until a scheme for protecting and enhancing the air quality of future occupiers of the proposed development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall follow the recommendations identified in the Mayer Brown Air Quality Assessment Report dated August 2018 and associated documentation. None of the dwellings shall be occupied until such a scheme has been implemented in accordance with the approved details and it shall be retained in accordance with those details thereafter.

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

36. External Lighting Details

Prior to the commencement of each phase of the development (as Outlined in the Phasing Plan, once 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 prior to the commencement of development, and no external lighting shall be provided without such written consent. The development shall then be carried out in accordance with the approved details.

Reason: In order to ensure an adequate level of amenity for residents of the new dwellings and in the interests of the amenity of wildlife, in accordance with policy EQ3 of the adopted East Herts District Plan 2018.

37. Surface Water and Sustainable Drainage Strategy - Zone A
The development for which full planning permission has been granted shall be carried out in accordance with the approved documents:

- Flood Risk Assessment (665837-FRA and SWD Strategy-Rev 5) 18th February 2019
- Strategic Surface Water Drainage Calculations Pack (665837-MLM-ZZ-XX-RP-C-0007-Rev.02-SW_Calcs_Report),
- Sustainable Drainage Systems Maintenance and Management Report (665837-MLM-ZZ-XX-RP-C-0008_SuDS Maintenance Report
- Drawing 665837-MLM-ZZ-XX-DR-C-0001-P10
- Drawing 665837-MLM-ZZ-XX-DR-C-0110-P07
- Drawing 665837-MLM-ZZ-XX-DR-C-0111-P06
- Drawing 665837-MLM-ZZ-XX-DR-C-0112-P06
- Drawing 665837-MLM-ZZ-XX-DR-C-0210-P03
- Drawing 665837-MLM-ZZ-XX-DR-C-0211-P03
- Drawing 665837-MLM-ZZ-XX-DR-C-0212-P03
- Drawing 665837-MLM-ZZ-XX-DR-C-0213-P03
- Drawing 665837-MLM-ZZ-XX-DR-C-0214-P03
- Drawing 665837-MLM-ZZ-XX-DR-C-0215-P03
- Drawing 665837-MLM-ZZ-XX-DR-C-0216-P03
- Drawing 665837-MLM-ZZ-XX-DR-C-0217-P03

- Drawing 665837-MLM-ZZ-XX-DR-C-0218-P02
- Drawing E3796-502 Exceedance Routes-Sh1
- Drawing E3796-503-Exceedance Routes-Sh2
- Zone A Microdrainage Simulation Results (Zone A-System 1-Rev0) (Zone A-System 2-Rev0)

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

Reason: To prevent risk of flooding in accordance with Policy WAT1 of the East Herts District Plan 2018.

38. Surface Water and Sustainable Drainage Strategy - Outline
No development approved by this Outline permission shall take place until detailed surface water drainage schemes based on the approved drainage strategy and sustainable drainage principles, for each phase of the development (as outlined in the Phasing Plan, once approved) have been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before completion of the development. The scheme shall include:

- Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including any connecting pipe runs;
- A detailed Management Plan to include arrangements for the adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: In order to ensure up-to-date calculations are undertaken as necessary to prevent flooding in accordance with Policy WAT1 of the East Herts District Plan 2018.

39. Foul Water

Prior to the occupation of each phase of the development (as Outlined in the Phasing Plan, once approved), confirmation shall have been provided to the Local Planning Authority that all waste water network upgrades required to accommodate the additional flows from the development have been completed; or, that a Housing and Infrastructure Phasing Plan has been agreed with Thames Water to allow additional properties to be occupied. Where a Housing and Infrastructure Phasing Plan has been agreed with Thames Water, no occupation shall take place other than in accordance with that Plan.

Reason: The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.

40. Building for life 12 principles

The development hereby approved shall be constructed in accordance with the Secured by Design and Building for Life 12 Standards.

Reason: To ensure a high quality of design and construction in accordance with Policies BISH5, DES4 and DES5 of the East Herts District Plan 2018.

41. Energy and Sustainability

The development hereby approved shall be constructed in accordance with the submitted Energy and Sustainability Statement prepared by Turley Sustainability dated February 2019.

Reason: To promote sustainability and sustainable design and construction in accordance with Policies BISH5, DES4 and WAT4 of the East Herts District Plan 2018.

42. 2E20 Withdrawal of P.D. (Part 1 Class A)
Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, the enlargement, improvement or other alteration of any dwellinghouse as described in Schedule 2, Part 1, Class A of the Order shall not be undertaken without the prior written permission of the Local Planning Authority.

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

43. 3V20 Retention of parking space
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, the areas shown for parking on the approved plan(s) shall be retained for such use.

Reason: In the interests of highway safety in accordance with Policy TRA3 of the East Herts District Plan 2018.

44. 5U10 Vehicular use of garage
The garage(s) hereby approved shall be used for the housing of private vehicles solely for the benefit of the occupants of the dwelling 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 Policies TRA3 and EQ2 of the East Herts District Plan 2018.

45. Gates/carriageway
In order to provide security for rear parking courts gates should be installed prior to the occupation of any dwellings. 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.

INFORMATIVES

1) 01OL Other Legislation

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 eg. 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) 04AI Archaeological interest

The Archaeological Officer at the Environment Dept, County Hall, Hertford, should be contacted regarding relevant planning conditions prior to the commencement of the development. Tel:01992 555241.

3) 08PO Planning Obligation

This planning permission is also subject to a Planning Obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).

4) 19SN Street Naming and Numbering

The development will involve the numbering of properties and naming of new streets. The applicant MUST consult the Director of Internal Services. Application for this purpose should be made to the Local Land and Property Gazetteer Custodian, East Herts Council, Wallfields, Pegs Lane, Hertford, SG13 8EQ. Tel: 01279 655261.

5) **22PS Public Sewer**

The site has a public sewer running across or close to it which will be affected by the proposed building works. It may be necessary to divert the sewer and water course and carry out other works to protect it and the proposed building works. You should contact

Thames Water, Development Planning, Asset Investment Unit, Maple Lodge, Denham Way, Rickmansworth, WD3 9SQ Telephone: 01923 898072 about this matter before any site works are commenced.

6) **28GP Groundwater protection zone**

The site is located within the groundwater protection zone of Sawbridgeworth Pumping Station. The construction works and operation of the proposed development should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the ground water pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the site then the appropriate monitoring and remediation methods will need to be undertaken. For further information please refer to CIRIA Publication C532 'Control of water pollution from construction- guidance for consultants and contractors'

7) **33UC Directive - Unsuspected contamination**

The applicant is advised that any unsuspected contamination that becomes evident during the development of the site shall be brought to the attention of the Local Planning Authority and appropriate mitigation measures agreed.

8) **35CV Clearance of Vegetation**

The applicant is advised that nesting birds are protected under the Wildlife and Countryside Act 1981 and care should be taken in vegetation clearance works between 1st March and 30th September.

9) **36PS Protected Species**

The applicant is advised that should bats / reptiles / great crested newts be found during development, works must stop immediately and professional ecological advice sought on how to proceed. A licence may be required from Natural England who can be contacted on 01206 796666.

10) HIGHWAY INFORMATIVES

HCC recommends inclusion of the following Advisory Notes (ANs) to ensure that any works as part of this development are carried out in accordance with the provisions of the Highways Act 1980 and other relevant processes.

- 11) 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:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

- 12) 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:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

- 13) 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:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

- 14) Section 106 Agreement: A Section 106 agreement will be required for the following:
- A charge for Residential Development based on the HCC Planning Obligation Guidance (2008) for schemes in the local area that accord with the three tests; and
 - An approved Travel Plan, with monitoring fees, in accordance with the current HCC Travel Plan Guidance for Business and Residential Development. The above contributions will come under the auspices of the Planning Obligations Guidance Toolkit for Hertfordshire (2008).
- 15) 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 38 and 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 noted below:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

- 16) The Public Right of Way should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. The safety of the public using the route and any other routes to be used by construction traffic should be a paramount concern during works, safe passage past the site should be maintained at all times. The condition of the route should not deteriorate as a result of these works. Any adverse effects to the surface from traffic, machinery or materials (especially overspills of cement and concrete) should be made good by the applicant to the satisfaction of this Authority. All materials should be removed at the end of the construction and not left on the Highway or Highway verges.
- 17) If the above conditions cannot reasonably be achieved then a Temporary Traffic Regulation Order would be required to close the affected route and divert users for any periods necessary to allow works to proceed. A fee would be payable to Hertfordshire County Council for such an order. Further information on the rights of way network is available via the website. Please contact Rights of Way, Hertfordshire County Council on 0300 123 4047 for further information in relation to the works that are required along the route including any permissions that may be needed to carry out the works.

https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rights-of-way/rights-of-way.aspx#DynamicJumpMenuManager_1_Anchor_8

Section 278 Agreement

The applicant will be required to enter into a Section 278 to agree any alternations or improvements to the public highway. This includes the proposed new access arrangements and any off site works.

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 - Development Zone A**

Residential density	31.5 units/Ha	
	Bed spaces	Number of units
Number of existing units demolished		
Number of new flat units	1	18
	2	9
	3	
Number of new house units	1	
	2	18
	3	68
	4+	29
Total		142

Affordable Housing - Development Zone A

Number of units	Percentage
56	40%

Non-Residential Development

Use Type	Floorspace
Education	2.95ha primary 12.64ha secondary
Class A1	1,000 sq m
Classes A2, A3, A4, A5 and D1	2,200 sq m
Employment Area	4.01 ha

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	27
2	2.00	54
3	2.50	170
4+	3.00	87
Total required		338
Accessibility reduction	25%	
Resulting requirement		254
Proposed provision		322

Neighbourhood Plan Parking Standards

Policy TP8 repeats the 2007 Local Plan standards:

Parking Zone	Elsewhere	
Residential unit size (bed spaces)	Spaces per unit	Spaces required
1	1.25	22.5
2	1.50	40.5
3	2.25	153
4+	3.00	87
Total required		303
Proposed provision		321