

## DEVELOPMENT MANAGEMENT COMMITTEE – 12 MARCH 2025

<b>Application Number</b>	3/24/1457/OUT
<b>Proposal</b>	Outline planning application for up to 91 dwellings (including affordable homes) with all matters reserved apart from access.
<b>Location</b>	Land North of Standon Hill (Cafe Field), Puckeridge, Hertfordshire
<b>Parish</b>	Standon
<b>Ward</b>	Braughing and Standon

<b>Date of Registration of Application</b>	12 August 2024
<b>Target Determination Date</b>	11 November 2024
<b>Reason for Committee Report</b>	Major Application
<b>Case Officer</b>	James Mead

### **RECOMMENDATION**

That planning permission be **GRANTED** subject to a S106 legal agreement and the conditions set out at the end of this report.

#### **1.0 Summary of Proposal and Main Issues**

- 1.1 This application seeks outline planning permission for the erection of up to 91 dwellings, with all matters reserved except access.
- 1.2 The site is not allocated for development, or any other use, within the East Herts District Plan 2018 or the Standon Neighbourhood Plan 2019. The land sits outside of, but adjacent to, the village boundary of Standon and Puckeridge. This village is categorised as a group one settlement in the East Herts District Plan 2018, and therefore is identified as one of the most sustainable villages in the District. The location of the site outside the village boundary means that the land is part of the Rural Beyond the Green Belt.
- 1.3 The full application site measures approximately 6.07 hectares in area and comprises of an agricultural field, together with the carriageway of Barleymead Way and a strip of land on an adjacent housing development. The site is situated on the northern side of Standon Hill (A120). The village of Standon and Puckeridge lies directly to the east of the site, but also extends to the north and west. Neighbouring to the

west of the field is a modern housing development containing 93 dwellings.

- 1.4 This scheme seeks to locate the proposed housing development towards the eastern and northern sides of the field. These new houses would all be restricted to a maximum of two storeys in height. On the western and southern parts of the field, it is proposed to create a public open space, incorporating pedestrian/cycle routes, play spaces, sustainable drainage systems and new planting. An additional play space would also be provided towards the north-eastern corner of the field.
- 1.5 As already noted, this application only seeks approval for access, with all other matters reserved for later approval. The main access route into the site would be Barleymead Way, which is the access road serving the housing development of 93 dwellings to the west. Vehicles travelling to the site would exit the A120 to the north onto Cambridge Road, before turning eastwards onto Old Standon Hill and then continuing onto Barleymead Way. From this point, vehicles would move in a north-easterly direction along Barleymead Way and through the adjacent housing development to reach the site.
- 1.6 In addition to the above, it is proposed to utilise and upgrade an existing agricultural access in the south-eastern corner of the field to enable this to be used as an emergency access point. This access point would connect directly onto the A120. Adjacent to this access point, a pedestrian/cycle connection would be provided onto the A120. Furthermore, an additional pedestrian/cycle connection onto the path alongside the A120 would be created in the south-western corner of the site.
- 1.7 Beyond the site boundary, this scheme proposes to deliver a shared footway/cycleway alongside the A120, through upgrading and extending an existing path. Initially, it was proposed for this shared footway/cycleway to run from the southern end of Barleymead Way to the junction of the A120 with South Road, which is roughly 300 metres to the east of the site. However, through the course of this application, the applicant has submitted amended plans, which show that it is now proposed to extend the shared footway/cycleway northwards along South Road to the junction with Southfields.
- 1.8 The application documents submitted for approval include:

- Red Line Plan (Dated: 19 December 2024)
- Parameter Plan (Drawing Number: 004 Revision L, Dated: 11 February 2025)
- Site Access Arrangements – Barleymead Way (Drawing Number: ITS19216-GA-001 Rev P, Dated: 7 November 2023)

1.9 In addition, the following documents have been provided as supporting information:

- Illustrative Masterplan (Drawing Number: 006 Revision v12, Dated: 11 February 2025)
- Designations Plan (Drawing Number: P-1, Dated: January 2024)
- Landscape Character Plan (Drawing Number: P-2, Dated: January 2024)
- Open Space Plan
- Plan Eco2: Ecological Features (Drawing Number: HAB/11678/VF1)
- Potential Shared Footway/Cycleway Route to Ralph Sadlier School and Roger De Clare First School, Sheet 1 of 2 (Drawing Number: ITS19216-GA-004 Rev M, Dated: 8 December 2023)
- Potential Shared Footway/Cycleway Route to Ralph Sadlier School and Roger De Clare First School, Sheet 2 of 2 (Drawing Number: ITS19216-GA-005 Rev J, Dated: 8 December 2023)
- Potential Improvements to Existing Footway Along Cambridge Road (Drawing Number: ITS19216-GA-008, Dated: 1 October 2024)
- Site Sections (Drawing Number: 007 Revision v3, Dated 9 August 2024)
- Viewpoint Location Plan (Drawing Number: P-4, Dated: February 2024)
- Zone of Theoretical Visibility (Drawing Number: P-3, Dated: June 2024)
- Arboricultural Implications Assessment (Prepared by: SJA Trees, Reference: SJA air 23499-01d, Dated: June 2024)
- Air Quality Assessment (Prepared by: RSK, Reference: 445495-01 (00) Dated: June 2024)
- Biodiversity Net Gain Assessment (Prepared by: Ecological Solutions, Reference: 11678.BNGReport.vf6, Dated: February 2025)
- Cultural Heritage Desk Based Assessment Version 5 (Prepared by: RPS, Dated: June 2024)
- DCP Layer Strength Analysis Report (Dated: 24 November 2023)
- Design and Access Statement (Prepared by: Mosaic, Dated: 15 July 2024)

- Desktop Study Report (Prepared by: Geo-Environmental, Reference: GE22051-DSR-JAN24 Dated: 31 January 2024)
- Ecological Assessment (Prepared by: Ecological Solutions, Reference: 11678.EcoAss.vf, Dated: February 2025)
- Flood Risk Assessment and Drainage Strategy Version 5.0 (Prepared by: Ramboll, Dated: 14 June 2024)
- Flood Risk Assessment and Drainage Strategy – Addendum Report (Prepared by: Ramboll, Reference: RUK2021N00014-RAM-RP-00165)
- Framework Travel Plan (Prepared by: i-Transport, Reference: JCB/OT/DM/ITS19216-003D, Dated: 14 June 2024)
- Ground Appraisal Report Version 2.0 (Prepared by: Geo-Environmental, Reference: GE22051-GAR-FEB24, Dated: 2 February 2024)
- Landscape and Visual Appraisal Revision 01 (Prepared by: SLR, Dated: 18 June 2024)
- Landscape and Visual Appraisal Type 1 Photography (Drawing Numbers: P-5 – P-28)
- Noise Assessment (Prepared by: Suono, Reference: 28AP.RP.1.3 Dated: 11 June 2024)
- Planning Statement (Prepared by: Knight Frank, Reference: I11372260, Dated: 5 July 2024)
- Statutory Biodiversity Metric (Dated: 2 October 2024)
- Statement of Community Involvement (Prepared by: Real Estates Communications, Dated: February 2024)
- Sustainability and Energy Statement (Prepared by: Bluesky Unlimited, Dated: 20 February 2024)
- Transport Assessment (Prepared by: i-Transport, Reference: JCB/OT/DM/ITS19216-002D, Dated: 14 June 2024)
- Utilities Assessment (Prepared by: Ramboll, Reference: RUK2021N00014-RAM-RP-00097, Dated: February 2024)

1.10 All of these documents have been placed on the website and considered in the drafting of this report.

1.11 The main issues for consideration are:

- Principle of Development;
- Affordable Housing and Housing Mix;
- Design Quality and Landscape Character;
- Impacts on Heritage Assets;
- Neighbour Amenity;
- Access, Highways and Transport;

- Trees, Biodiversity and Ecology;
- Flood Risk and Drainage;
- Sustainable Design and Climate Change;
- Pollution, Land Contamination and Minerals;
- Infrastructure Requirements; and
- Conclusion and Planning Balance.

## **2.0 Site Description**

- 2.1 The application site encompasses an agricultural field, measuring approximately 5.62 hectares in area. This field sits on the northern side of Standon Hill (A120) and close to a roundabout that connects this route to the A10. The site is situated adjacent to, but outside of, the village of Standon and Puckeridge, which is designated as a group one village in the District Plan. The built-up part of this village neighbours directly to the east, but is also present a short distance to the north and west of the site. The location of this field outside the village boundary of Standon and Puckeridge means that the site forms part of the Rural Area Beyond the Green Belt.
- 2.2 The site itself is sloping in nature, with the highest land levels seen at the southern and central parts of the field. To the north, east and west the land levels on the site drop away. Beyond the site, the land levels continue to decrease, meaning that this field is located at an elevated position within this wider area. This field forms part of Landscape Character Area (LCA) 73 (High Cross Plateau), as identified in the Landscape Character Assessment Supplementary Planning Document (SPD). This LCA covers a large expanse of countryside to the south and south-west, which is described as an open plateau dissected by an a-road (A10). Along its southern, northern and eastern boundaries this field is lined by trees and hedging. Directly beyond the southern site boundary there is a pathway, which sits between the application site and the A120. There is currently an agricultural access into this field from the A120 found in the south-eastern corner of the site.
- 2.3 To the east the site is bound by dwellings on Aston Road, Plashes Close and Hammarsfield Close, which are within the village boundary of Standon and Puckeridge. Whereas, to the west is a modern housing development of 93 dwellings, approved under references: 3/17/1055/OUT, 3/18/1818/REM and 3/19/1418/VAR (The Cala Development). The carriageway of the main internal access road serving the Cala Development (Barleymead Way) is included within the site boundary for this current application. In addition, this current site

boundary encompasses a narrow strip of land along the northern and western side of the Cala Development. To the north of the site is a further open field, known locally as Poor's Land and there are allotments present beyond this field. Poor's land and these allotments sit between the application site and the built-up part of the village of Standon and Puckeridge.

- 2.4 The Puckeridge High Street is some distance to the north of the site and offers limited amenities and services, including a pharmacy, a tea room and two public houses. Around 900 metres to the east of the site is the Standon High Street, which contains two convenience stores, a post office, a bakery and two public houses. There are also other services, facilities and employment uses close to Standon High Street, including a business park, commercial premises and a restaurant. In addition, there are playing fields, a community centre and a doctors surgery on Station Road to the east of the site. In terms of education facilities, St Thomas of Canterbury Primary School is situated to the north-west on Puckeridge High Street, while to the east is Ralph Sadler Middle School and Roger De Clare First School. Some bus services run through the area, with bus stops available off the A120 providing access to the 331 and 831 services, which travel to the towns of Hertford, Ware, Buntingford and Royston. Furthermore, the 36 bus service is available from bus stops within Standon and Puckeridge and this service runs to Bishop's Stortford, Buntingford, Letchworth, Hitchin and Stevenage.
- 2.5 The site is not within a Conservation Area (CA), however, Puckeridge CA is present around 180 metres to the north, while the Standon CA lies approximately 450 metres to the east. There are no listed buildings within the immediate vicinity. The western part of the site is within an Area of Archaeological Significance. The field itself is fully within Flood Zone 1, however it is noted that the Puckeridge Tributary is a short distance to the west of the site.

### **3.0 Planning History**

- 3.1 The following planning history on the application site and on the adjacent site to the west (Cala Development) is of relevance to this proposal:

<b>Application</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
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<b>Number</b>			
3/19/1418/VAR	Variation of condition 1 (Approved plans) of the LPA's approval 3/18/1818/REM (Details in respect of appearance, landscaping, layout and scale; pursuant to outline planning permission 3/17/1055/OUT for the erection of up to 93 dwellings and associated open space) Conditions(s) Removal: Revisions to plots 49, 59, 60, 61 and 62 to reduce the number of split level units on the development which will make a more efficient use of space and will improve the overall appearance.	Granted Planning Permission With Conditions	27 March 2020
3/18/1818/REM	Details in respect of appearance, landscaping, layout and scale; pursuant to outline planning permission 3/17/1055/OUT for the erection of up to 93 dwellings and associated open space.	Granted Approval of Details (Reserved Matters)	8 February 2019
3/17/1055/OUT	Outline application for up to 93 dwellings and	Granted Outline Planning Permission with	27 July 2018

	associated public open space, with all matters reserved except for access.	Conditions	
3/15/2081/OUT	Outline planning for up to 160 houses with all matters reserved except access.	Refused by Development Management Committee (overturn of officer's recommendation)	8 February 2017

### 3/15/2081/OUT

- 3.2 The application site was formerly part of a larger agricultural field, which included land to the west (where the Cala Development has been undertaken). In October 2015, a planning application was submitted covering the whole of this larger agricultural field and this scheme proposed the delivery of up to 205 dwellings. This was a hybrid planning application, with full planning permission sought for the construction of 101 dwellings on the western part of the field, whereas outline planning permission was sought for the provision of up to 104 dwellings on the eastern side of the field. It is understood that there were numerous concerns with this initial hybrid scheme. In light of this, officers negotiated amendments to the proposals, with the scheme reduced down to a solely outline planning application for the erection of up to 160 dwellings, with all matters reserved except access. The Illustrative Masterplan for this application is provided on the following page.





- 3.3 This reduced outline planning application was reported to Development Management Committee in January 2017, with an officer recommendation for approval. In reaching this recommendation, officers accepted that the Council was, at this time, unable to demonstrate a five year housing land supply (5YHLS). Due to this, 'the presumption in favour of sustainable development', as outlined at Paragraph 14 of the 2012 version of the National Planning Policy Framework, was engaged in the decision-making process. This meant that planning permission should have been granted for the proposal, unless the adverse impacts of doing so would have significantly and demonstrably outweighed the benefits. Therefore, officers had to undertake a balancing exercise within the committee report to determine, whether, or not, the adverse impacts of the proposals would have significantly and demonstrably outweighed the benefits.
- 3.4 Through undertaking this balancing exercise, officers did identify several adverse impacts arising from the scheme (landscape/visual impacts, unsustainable location, loss of agricultural land, lack of clarity on drainage arrangements, insufficient information on biodiversity enhancements and uncertainty surrounding possible prior mineral extraction). However, officers concluded that these adverse impacts were outweighed by the significant benefits of the scheme, in terms of housing delivery, including 40% affordable housing provision. On this basis, the committee report concluded in a recommendation for approval.

3.5 This officer recommendation was considered by members of the Development Management Committee. However, members disagreed with the recommendation and instead deemed that outline planning permission should be refused. Therefore, the officer recommendation was overturned and the Development Management Committee resolved to refuse outline planning permission. Subsequently, the application was refused in February 2017 on three grounds, relating to landscape/visual impacts, the unsustainable location and highway safety concerns. The three reasons for refusal are listed below:

- The proposal, by reason of the location of new development on the elevated eastern end of the site, would result in a harmful visual impact in the wider landscape and views from the south and west. The harm identified cannot adequately be mitigated and the proposal is thereby contrary to policies ENV1, ENV2, OSV1 and OSV2 of the East Herts Local Plan Second Review April 2007; policies DES1, DES2, DES3 and VILL1 of the pre-submission District Plan 2016; and the NPPF.
- The location of the site, with limited opportunities for future residents to make significant use of sustainable and active means of transport and because of the scale of development proposed, is such that it performs poorly in transport sustainability terms with limited prospect that the harm caused as a result of this can be mitigated. As a result, the proposals are contrary to the aims of policies TR1 and TR4 of the East Herts Local Plan Second Review April 2007; policies TRA1 and TRA2 of the pre-submission District Plan 2016 and section 4 of the NPPF.
- The proposal would result in additional vehicular movements at the junction of Cambridge Road/A120, which is already perceived to operate poorly in highway safety terms, thereby exacerbating the harm to both vehicular and pedestrian highway users. The proposal is thereby contrary to the aims and objectives of national planning policy set out in the NPPF and policies TRA1 and TRA2 of the pre-submission District Plan 2016.

3/17/1055/OUT, 3/18/1818/REM and 3/19/1418/VAR

3.6 Following refusal of reference: 3/15/2081/OUT, a further outline planning application, with all matters reserved except access, was submitted in May 2017 for the erection of up to 93 dwellings

(reference: 3/17/1055/OUT). This outline application solely related to the western part of the field and excluded most of the current application site. The application was reported to Development Management Committee in October 2017 and members resolved to grant outline planning permission. Thereafter, outline planning permission was granted in July 2018.

- 3.7 The reserved matters application connected to reference: 3/17/1055/OUT was submitted in August 2018 (reference: 3/18/1818/REM) and this sought approval in respect of appearance, landscaping, layout and scale. This reserved matters application was later approved in February 2019. Subsequently, a Section 73 application was approved in March 2020 (reference: 3/19/1418/VAR), which made changes to the designs of several house types.
- 3.8 The scheme approved under references: 3/17/1055/OUT, 3/18/1818/REM and 3/19/1418/VAR has been implemented and fully built out on site. The site layout of this approved scheme is provided on the following page of this report.



## 4.0 **Main Policy Issues**

4.1 These relate to the relevant policies in the National Planning Policy Framework 2024 (NPPF), the adopted East Herts District Plan 2018 (DP) and the adopted Standon Parish Neighbourhood Plan 2019 (SNP).

<b>Main Issue</b>	<b>NPPF</b>	<b>DP Policy</b>	<b>SNP Policy</b>
Principle of Development	Sections 2, 5 and 11	INT1, DPS1, DPS2, DPS3, DPS4, GBR2 and VILL1	SP1, SP7 and SP9
Delivery of Housing and Housing Type/Mix	Section 5	DPS1, DPS2, DPS3, HOU1, HOU2 and HOU3	SP7, SP10 and SP12
Community Facilities and Social Infrastructure	Section 8	CFLR1, CFLR7, CFLR9, DEL1 and DEL2	SP18
Design Quality and Landscape	Sections 8, 11 and 12	GBR2, HOU2, HOU7, DES1, DES2, DES3, DES4 and DES5	SP3, SP6 SP12, SP13 and SP18
Transport	Section 9	TRA1, TRA2 and TRA3	SP17
Heritage Assets	Section 16	HA1, HA3, HA4 and HA7	SP4
Sustainability and Climate Change	Section 14	CC1, CC2 and WAT4	SP2 and SP14
Trees, Biodiversity and Ecology	Section 15	DES3, NE1, NE2, NE3 and NE4	SP6
Flood Risk and Drainage	Section 14	WAT1, WAT2, WAT3, WAT5 and WAT6	SP14 and SP21
Environmental Impacts (noise pollution, air pollution, light pollution, land contamination and minerals)	Sections 9, 15 and 17	EQ1, EQ2, EQ3 and EQ4	

Neighbour Amenity	Section 12	DES4, EQ2 and EQ3	
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Other relevant issues are referred to in the 'Consideration of Relevant Issues' section below.

## **5.0 Equality Act 2010**

5.1 Section 149 of the Equality Act (2010) confirms that a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equality considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic, and local) and any relevant supplementary guidance. The policies and guidance referred to in this committee report have all been subject to an Equalities Impact Assessment (EqIA), and therefore the planning policy framework is considered to meet the first stage in the process. Officers have duly considered the equalities impacts on protected groups in the context of the development proposals.

## **6.0 Summary of Consultee Responses**

6.1 HCC Highway Authority: Do not wish to restrict the grant of permission, subject to conditions regarding: the vehicular access from Barleymead Way; the footpath/cycle path access onto Standon Hill; the emergency access onto Standon Hill; closure of existing accesses; the design of the footway/cycleway on Standon Hill/South Road; the design of proposed dropped kerbs/crossing points in the wider area; layout of internal roads/footways and a Construction Management Plan.

6.2 In addition, the following planning obligations are requested as part of a Section 106 agreement: a bus service contribution of £250,000 (index linked by CPT January 2024); a sustainable transport contribution of £150,691 (index linked by SPONS September 2024), a travel plan, a travel plan evaluation and support contribution of £6,000 (index linked by RPI March 2014), a travel plan remedial measures notice clause and a car club agreement. HCC's Planning Obligations Toolkit outlines a headline figure per dwelling that is needed to suitably accommodate the amount of new development. In this particular case, this headline

figure equals £900,691, once SPONS indexation has been applied. However, the cost of delivering the new footway/cycleway is in the region of £500,000. As this has clear wider public benefit, it is considered reasonable to deduct this amount from the headline figure.

- 6.3 The proposal is to use the existing access onto the public highway network via the junction at Barleymead Way and Standon Hill, which subsequently joins the junction of Standon Hill and the A120. The public highway network extends to the entrance of Barleymead Way, which serves the more recent Cala Homes Development. The development proposes to use the existing private route of Barleymead Way and connect to the existing turning head at the north of that site. The access would have a gradient of 1:12, which is not ideal, however this is deemed acceptable within inclusive mobility, which states that as a general rule 1 in 12 should be the absolute maximum. In this instance, the absolute maximum has been applied and at this outline stage is deemed acceptable, owing to the inclusion of pedestrian railings and refuge benches up the hill.
- 6.4 The new access into the site would be a continuation of Barleymead Way and would have a 2-metre-wide footway on both sides. As per inclusive mobility, this will allow two wheelchair users to pass one another. The internal road network would be 5.5 metres in width, which is in line with HCC's guidance. The new access road would include a pedestrian crossing, as well as speed cushions, to ensure a 20mph environment. Swept paths for refuse vehicles and forward visibility splays have been demonstrated and deemed acceptable.
- 6.5 An emergency vehicle access is shown. This is at the location of the existing farm access onto the A120. The access would have removable bollards, and therefore would not be able to be used by general traffic or as a through route. The emergency access would only be used in the very rare event that the existing access route into the site via Barleymead Way is blocked. This access point currently has a dropped kerb, which would be changed to splay kerbs to illustrate that this is not a formal access for regular use.
- 6.6 The Transport Assessment has included a TRICs assessment. It has stated that, within the AM peak period there would be two-way trips of 95 (74 out) and in the PM peak period there would be 80 (24 out) two-way movements. Most of these trips would exit onto the A120 towards the A10 roundabout. Highway capacity calculations of the development's impact on the junctions of Barleymead Way/Standon Hill

and Standon Hill/A120 are shown within the Transport Assessment. These show a ratio flow to capacity (RFC) maximum in 2028 of 0.79. RFC is a measure of how well the junctions performs in terms of free flow of traffic. For the junction to be at full capacity this number would be 1 and for it to be considered close to capacity it would be above 0.85.

- 6.7 The RFC of 0.79 with the development included demonstrates that these junction capacities are not exceeded. It is acknowledged that on occasions there is some queuing for vehicles waiting to exit onto the A120. However, the NPPF makes it clear that developments can only be refused on highway grounds where there are clear safety concerns, or the impact is 'severe'.
- 6.8 Within the past 5 years there has been one recorded accident at the junction of Standon Hill/A120, which was recorded as slight. The junction has visibility splays in both directions which meet the technical standards for the 50mph speed limit. There are a number of accidents further afield, such as at the A10/A120 roundabout, but a review of these shows they are not disproportionate to the amount of traffic using them. There was a fatal accident around 120 metres to the east of the Standon Hill/A120 junction in August 2023, but owing to the distance, this is not related to the site access junction.
- 6.9 The site is located in the village of Puckeridge and near Standon, which together have facilities and services that would be within walking/cycling distance, if appropriate infrastructure were provided. There are bus stops within 400 metres of the site, which serves the 331 service. This runs between Buntingford and Hertford and operates every hour into the evening during weekdays.
- 6.10 To improve walking/cycling to key facilities, this application is providing a shared footway/cycleway. The proposals originally extended this eastward onto the junction of South Road/A120. Following discussions, it is now proposed to extend this just past the junction of South Road/Southfields. The shared footway/cycleway would be accessed via the site from two access points. The width would be 3 metres. The visibility splays for these accesses are deemed appropriate. All crossing points consist of tactile paving. A Stage 1 Road Safety Audit has been provided, with all the concerns identified being successfully addressed.
- 6.11 Beyond this, the route eastwards along Southfields is considered to be a suitable environment for pedestrians/cyclists to safely access local

facilities such as the primary school and doctors surgery. For westward travel, and subsequently northward along Cambridge Road, there would be works to several vehicle access to ensure a continuous level footway. Bus service improvements are also considered necessary to make this development acceptable. The applicant has committed to provide a Section 106 contribution towards wider bus service improvements, primarily the 331.

- 6.12 HCC Growth and Infrastructure: Requests that the following financial contributions are secured via a Section 106 Legal Agreement, in order to minimise the impact of the development of HCC's services: Upper Education Contribution of £639,693 (index linked to BCIS 1Q2022); Childcare Contribution (0 – 2 years) of £6,457 (index linked to BCIS 1Q2022); Childcare Contribution (5 – 11 years) of £1,005 (index linked to BCIS 1Q2022); Special Educational Needs and Disabilities Contribution of £102,723 (index linked to BCIS 1Q2022); Library Service Contribution of £19,845 (index linked to BCIS 1Q2022); Youth Service Contribution of £25,327 (index linked to BCIS 1Q2022); Waste Service Recycling Centre Contribution of £20,256 (index linked to BCIS 1Q2022); Waste Service Transfer Contribution of £9,593 (index linked to BCIS 3Q2022) and Fire and Rescue Service Contribution of £34,634 (index linked to BCIS 1Q2022); and Monitoring Fees with each trigger point attracting a charge of £340 (adjusted for inflation against RPI July 2021).
- 6.13 HCC Lead Local Flood Authority (LLFA): No objection, subject to conditions regarding: design of surface water drainage scheme; maintenance/management arrangements; access/egress from the site; interim/temporary drainage arrangements; construction phase drainage management; and a verification report.
- 6.14 The LLFA initially objected to the proposals due to concerns regarding: groundwater flooding; lack of clarification on site boundary; increased risk of flooding to the site to the west and the proposed development; lack of information on access/egress from the site, lack of information on Thames Water connections, lack of a CCTV survey; lack of clarification regarding discharge to Puckeridge Tributary; lack of clarification regarding connection to surface water sewer; and lack of calculations. Following this, a Flood Risk Assessment and Drainage Strategy – Addendum Report has been submitted, which provided a response to the LLFA. This has been considered by the LLFA and the initial objection has been removed.



- 6.15 HCC Ecology: No objection, subject to conditions regarding: a Construction Environmental Management Plan, on-site biodiversity enhancement, a Habitat Management Maintenance Plan, a Species Enhancement Plan and a sensitive lighting strategy. The on-site biodiversity enhancement could also be secured via a Section 106 legal agreement.
- 6.16 The site is an arable field with boundary hedgerows and field margins. There is no evidence that there exists a fundamental ecological constraint to the development. The most significant habitats being the hedgerows, which are in the main retained.
- 6.17 A number of surveys have been carried out, including for bats, badgers, great crested newts, birds and reptiles. There is no reason to consider that further surveys are required. In order to ensure that protected species are suitably safeguarded, the mitigation/compensation measures outlined in the Ecology Report should be secured by condition requiring a Construction Environmental Management Plan. In addition, a sensitive lighting strategy should be secured via condition.
- 6.18 A Biodiversity Metric has been submitted that shows an on-site gain of 11.92 habitat units (an 88.01% increase) and 4.39 hedgerow units (a 74.40% increase), through creating and enhancing various habitats such as species rich grassland, traditional orchards, mixed scrub and urban trees. The biodiversity net gain includes large areas of medium distinctiveness habitats. As a result, the on-site enhancements should be considered significant and should be secured by either condition, planning obligation or conservation covenant. The submitted information allows the Local Planning Authority to have confidence that the general Biodiversity Net Gain condition would be discharged. A Habitat Management and Maintenance Plan should be secured via condition to advise the means of habitat creation, enhancement and management for 30 years.
- 6.19 The development presents opportunities for integrated features for swifts, on the same ratio as that proposed for bats. In addition, the new development would provide suitable habitats for hedgehogs. Such species enhancements should be secured by condition.
- 6.20 HCC Fire and Rescue Service: Recommends a condition securing the provision and installation of fire hydrants, at no cost to the County Council or Fire and Rescue Service.

- 6.21 HCC Historic Environment Unit: Recommends a condition securing a programme of archaeological work.
- 6.22 The proposed development is partly within an Area of Archaeological Significance. An archaeological geophysical survey of the site was carried out in June 2016, followed by an archaeological trial trench evaluation in November 2016. These investigations were carried out prior to determination of reference: 3/15/2081/OUT.
- 6.23 The evaluation identified two focal points of archaeological activity, dating to the late Bronze Age/early Iron Age and late Iron Age/early Roman Periods. The features consisted of a number of pits, ditches, postholes, a single heavily truncated Late Bronze Age/Early Iron Age inhumation and a possible Late Iron Age/Romano British cremation related deposit in the upper fill of a ditch. The inhumation and possible cremation related deposit were both recorded but left in situ pending further investigation. Two of the ditches may together form the corner of a late Bronze Age/Iron Age enclosure, while others may indicate a field system. The finds included pottery, flint and animal bone, with the pottery comprising a substantial quantity of late Bronze Age/Iron Age and late Iron Age/Early Roman transitional wares.
- 6.24 The applicant has submitted a Desk Based Assessment. This includes the geophysical survey report and the trial trench evaluation report, as appendices. This assessment concludes that the site is known to have a high potential for Late Bronze Age/Early Iron Age archaeological remains and moderate potential for Late Iron Age/Early Roman archaeological remains. The proposed development is such that it should be regarded as likely to have an impact on heritage assets of archaeological interest.
- 6.25 HCC Minerals and Waste: No objection, subject to a condition securing a Site Waste Management Plan.
- 6.26 The proposal would not have the potential to unacceptably sterilise mineral resources. The boundary of the proposed development is adjacent to existing built development to the east/west. When incorporating a buffer of 100 metres to existing built development, the potential workable deposit is reduced to an extent that it would be unlikely to be viable to extract ahead of development. Whilst prior extraction is not necessary, there may still be opportunities to utilise sand and gravel resources that are found during site preparation works.

HCC would encourage the opportunistic extraction and subsequent use of sand and gravel deposits within the development.

- 6.27 EHDC Conservation and Design: No objection to the proposals.
- 6.28 The Conservation and Design Team initially raised concern that the proposals would result in an overly car dependent development. It was strongly recommended that the applicant explore options to create a dedicated cycle/pedestrian path along the A120. It was also suggested that the applicant needed to show two locations on the western boundary where footpath connections would be provided, so to create more permeable and direct routes to encourage active travel options. Concern was raised with the initial Parameter Plan and the Indicative Masterplan, as they showed a bungalow on the western side of the site. These plans did not demonstrate an acceptable site layout. The parameter plan has been amended along with the illustrative scheme which removes this bungalow from the illustrative layout. A condition securing a Design Code was also recommended.
- 6.29 Following the submission of an amended Parameter Plan and Illustrative Masterplan, as well as plans showing a shared footway/cycleway, the Conservation and Design Team have removed their objections. The requirements of the Design Code could be provided at a later stage, if they are not conditioned, then they should be provided at reserved matters stage.
- 6.30 EHDC Environmental Health (Contamination/Air Quality): Recommends conditions regarding: preferred heating options, electric vehicle charging points and a Construction Environment Management Plan.
- 6.31 EHDC Environmental Health (Noise/Nuisance): Recommends conditions regarding: an overheating assessment; noise from plant; external lighting; and a Demolition Method Statement/Construction Management Plan.
- 6.32 EHDC Housing: Advisory comments provided.
- 6.33 The scheme should deliver 40% affordable housing, meaning (approx.) 36 affordable homes should be provided. Within the affordable housing provision, a tenure mix of 84% rented and 16% intermediate tenure is required by the Council. However, weight is given to the NPPF which required 10% of housing on developments to be for affordable home ownership. In these circumstances, 75% rented and 25% affordable

home ownership is accepted. This equates to 27 homes for affordable rent and 9 homes for low-cost home ownership. The preferred low-cost home ownership is shared ownership. The applicant needs to provide a tenure plan that identifies the size, type and tenure of the affordable housing. *NB: The Housing Officer comments were received prior to publication of the revised NPPF in December 2024. The revised NPPF no longer requires 10% of housing on developments to be for affordable home ownership.*

- 6.34 As a result of entirely flatted developments and high levels of flats on new developments, there has been a significant over provision of flats in recent years. This over provision is particularly notable for affordable rented dwellings. Additionally, there has been a significant under provision of four-bedroom houses. Where shared ownership is concerned, flats are not popular with buyers. To achieve anything close to the evidenced need in terms of property types and sizes, future new development that is capable of delivering houses will need to deliver dwellings of this type in excess of the proportions set out in the District Plan.
- 6.35 As advised in the East Herts Affordable Housing Supplementary Planning Document, applicants should look to the Nationally Described Space Standards for guidance as to what might be considered a minimum satisfactory size. There is also an evidenced need for 15% of affordable homes to be M4(3) category 3 – Wheelchair User Dwellings. Wherever possible M4(3) dwellings should have a secure outside space.
- 6.36 The affordable housing units should be integrated into the open market housing using appropriate design methods (i.e. tenure blind, pepper potting). On sites incorporating 30 or more residential units, affordable housing should be provided in groups of no more than 15% of the total number of units being provided or 25 affordable units, whichever is fewer. Market and affordable flats should be in separate blocks and not mixed. Wherever possible, rented flats should be in separate blocks from any intermediate/shared ownership flats.
- 6.37 The applicant should provide an Affordable Housing Statement that includes: intended number/type/tenure/size of affordable units; proportion of M4(3), site plans and floor plans.
- 6.38 EHDC Landscape: Not supportive on landscape grounds.

- 6.39 There are no public rights of way on or through the site. However, the wider landscape accommodates a number of footpaths on elevated land. Topographically, the site is located on an elevated hilltop within undulating landform. There is a Scheduled Monument to the north 'Roman Site near Railway Station' and the Puckeridge Conservation Area within the valley bottom associated with Puckeridge Tributary. The site is not within any landscape designations.
- 6.40 The submitted Landscape Visual Appraisal (LVA) has been reviewed. Paragraph 6.3 of the LVA concludes that the proposed development would result in major/moderate and negative landscape effects on the sloping arable land on the settlement edge and the medium-scale and primarily open site and that all other effects would be no higher than minor and negative. However, Table C4 states that two other receptors are assessed as moderate/minor. Notwithstanding this, it is agreed that the effects will likely primarily be associated with the existing landform features that are acknowledged within the East Herts Landscape Character Assessment (SPD), where undulating arable upland is recognised as a key characteristic of the landscape character area – High Cross Plateau.
- 6.41 Paragraph 6.4 of the LVA concludes that due to the sensitivity of these visual receptors and views often being associated with a recognised neighbourhood view, visual effects would often be moderate to moderate/minor and negative. Viewpoint 3 has been assessed to have medium value, high susceptibility resulting in high/medium sensitivity. This viewpoint is identified in the Neighbourhood Plan as PV3 and the judgements are agreed.
- 6.42 Section 3.6 of the LVA sets out mitigation measures proposed to minimise landscape and visual effects. Including but not limited to retention/enhancement of existing hedgerows, reduced storey heights to the north-west and the proposed development being exempt from higher ground. It is not considered that the mitigation will be effective in reducing landscape and visual effects for long distant views. Any development on the site would result in a permanent change to the landscape horizon from the surrounding landscape to the north, south and west.
- 6.43 While the site appears to be reasonably well related to the existing settlements in spatial terms, its elevated topography gives the site a notable position and offers long distant views to/from the site contributing positively to open views of agricultural fields and wooded

ridgeline. Development on the site would negatively impact the landscape character and views from the identified vistas 1 and 3 of the Standon Neighbourhood Plan, as a result of new roof line breaking the skyline and disrupting long distant views towards the wooded backdrop and further introducing urbanising features into the existing rural character.

- 6.44 EHDC Section 106: Requests that the following financial contributions are secured via a Section 106 Legal Agreement: Health Contribution of £1672 per dwelling (for 91 dwellings totals £152,152. RPI indexed from date of decision); Recycling/Refuse Contribution of £72 per individual dwelling and £76 per dwelling with communal facilities (for 91 dwellings indicative total of £6,552. RPI indexed from October 2008); Village Hall and Community Centres Contribution of £63,051 (RPI indexed from May 2020); Allotments Contribution of £16,094 (RPI indexed from May 2020); Bowls Contribution of £21,918 (RPI indexed from May 2020); Playing Pitches Contribution of £47,620 (RPI indexed from May 2020); Outdoor Tennis Contribution of £15,015 (RPI indexed from May 2020); Fitness Gyms Contribution of £23,149 ((RPI indexed from May 2020); Studio Space Contribution of £9,563 (RPI indexed from May 2020); Swimming Pool Contribution of £53,266 (RPI indexed from May 2020); Sports Hall Contribution of £52,089 (RPI indexed from May 2020); and Monitoring Fee Contribution of £3,900 (RPI indexed from date of resolution);
- 6.45 EHDC Waste Services: Not able to support the application, on the basis of lack of information regarding: vehicle tracking, waste provisions, plans for the properties, bin store locations, pulling distances and road surfacing/paving.
- 6.46 Active Travel England: No comment.
- 6.47 Affinity Water: No comments received.
- 6.48 Environment Agency: No comments to make, subject to an informative regarding the need for a flood risk activity permit.
- 6.49 Herts Constabulary Crime Prevention Design Advisor: Not able to fully support this application. However, if the applicant were to engage with the Crime Prevention Design Advisor to achieve Secure by Design Accreditation, this position would change. There are particular concerns regarding the proposed parking area for the flats in the south-eastern

corner. It is not clear what the levels of natural surveillance will be from the flats that overlook the parking area.

- 6.50 NHS Hertfordshire and West Essex: Requests that a financial contribution of £152,152 be secured through a Section 106 Legal agreement. This contribution would go towards the Standon and Puckeridge Surgery, as the NHS forwarded funded a significant extension of this surgery to futureproof the practice in the long term.
- 6.51 Sport England: No response provided. Advises that general guidance is available on the Sport England website.
- 6.52 Thames Water: No objection, in relation to the surface water drainage arrangements or on foul water sewerage capacity. The application indicates that surface water would not be discharged to the public network, should this change then re-consultation would be required. Petrol/oil interceptors should be fitted within all car parking, washing and repair facilities to avoid discharges to local watercourses.
- 6.53 All of these representations from consultees have been considered in the preparation of this committee report.

## **7.0 Town/Parish Council Representations**

- 7.1 Standon Parish Council has submitted three separate objections. The first objection was submitted in response to the initial consultation period that ran between August and September 2024. Following the submission of additional information regarding drainage arrangements and a proposed shared footway/cycleway, a second consultation period was commenced between January and February 2025. The Parish Council submitted two objections in response to this second consultation period. The first response outlined the Parish Council's full comments on the proposal, while the second objection provided specific comments on the proposed shared footway/cycleway. The three objections submitted by the Parish Council are summarised below. All of the representations from Standon Parish Council have been considered in the preparation of this committee report.

### First Consultation Response

- 7.2 Standon Parish Council objects to this application in the strongest terms and raises a number of concerns relating to: landscape/visual impacts, congestion on Barleymead Way, the removal of hedging to allow creation of cycle path, inappropriate use of emergency access, loss of

agricultural employment opportunities, loss of land that stores floodwater, impacts on protected species and removal of space between Standon and Puckeridge resulting in coalescence of the villages.

- 7.3 The Parish Council would draw attention to the refused application under reference: 3/15/2081/OUT for up to 160 houses and in particular the reasons for refusal relating to: landscape/visual impacts, lack of access to sustainable transport and poor vehicular access onto the A120. The conclusion was that no mitigation would enable the site to be brought forward. For clarity, the refused application was for 160 dwellings. The cumulative number of dwellings already built on the Cafe Field lower site is 91 houses. This development, combined with the currently proposed 91 houses, gives a total of 184 dwellings, which is in excess of the total number of dwellings proposed in the refused application. Therefore, this is overdevelopment of the site.
- 7.4 There is deep concern that this is yet another outline application. The applicant has reiterated that there is a reduction in the number of dwellings from 95 to 91, which is a result of viability. However, this is an outline application, and if permission is granted, then the development can, and will change, at reserved matters. There is nothing to restrict the number of dwellings brought forward at reserved matters – the development could be in excess of 100 dwellings. This is unacceptable.
- 7.5 It is concerning that there are no house designs, details of housing mix, nor details of housing types. The number of affordable units is not stated. It is important to know what the estate has the potential to look like and how that will impact the rest of the Parish. The Parish Council would draw attention to the Parameter Plan, which shows one small area to be earmarked for single storey dwellings. This means that the majority of the site would be two storey, specifically the area overlooking the A120 and the wider environment towards St Edmunds College. From a landscape perspective this is ludicrous.
- 7.6 The Parameter Plan states that the density would be 30 dwellings per hectare. This is very dense for a rural parish and is contrary to the Standon Neighbourhood Plan.
- 7.7 The Parish Council notes that Housing Officer's comments regarding affordable housing, but is concerned with the presumption that there is a greater need for four bedroom accommodation within Standon. The



housing need of the parish should take precedent over the general need, and as such it is strongly recommended that the applicant undertakes a housing survey of those in need of housing in the parish. The provision of four-bedroom dwellings would be contrary to the Standon Neighbourhood Plan.

- 7.8 This outline application does not have to include a landscape plan, which means that the Parish Council cannot comment on what would eventually be planted and anything indicated this application cannot be guaranteed.
- 7.9 The Parish Council believes that this proposal would be contrary to the DP Policies relating to landscape/visual impacts. The site does not need to be developed. There are alternative uses for the site, which have the potential to enhance the rural landscape. Attention is drawn to the Neighbourhood Plan views and vistas. The Viewpoint Location Plan clearly demonstrates that the site is highly visible from across the parish and beyond. The Parish Council would refer to their comments from 2015. The only measure which would ensure the protection of the top part of the site would be to refuse this application until a full application is submitted. It is reiterated that outline applications are speculative and offer no security about what will be submitted as a full application.
- 7.10 There is concern with the Parameter Plan. The amount of hedgerow removal is not clearly defined. This needs to be redrawn to show exactly the amount of hedgerow that would be removed. The proposed cycle access onto the A120 would require the removal of 40 metres of mature hedge, contrary to the Standon Neighbourhood Plan. This hedge is specifically identified in the Neighbourhood Plan with a presumption against its removal. Whilst the Arboricultural Implications Assessment plays down the impact, hedging was already removed on the lower Cafe Field development. This has had an urbanising and intrusive impact in the rural landscape. There is no need to bring a cycle path out of the site through a mature hedge, when this could be routed onto the access road. The data provided by the applicant clearly demonstrates that the majority of the access into/out of Barleymead Way is by private car. Making cycle access a priority, when this required removal of mature hedge, is unnecessary and detrimental. The Parish Council would strongly press for a Safety Audit regarding cycling on the A120.

- 7.11 The residents of Barleymead Way have expressed distress over the use of the road to build a new housing estate, which would dominate their homes and double traffic on the road. Residents are used to lower traffic on this road and would be able to adapt to heavy plant or contractor vehicles moving through the estate.
- 7.12 The applicant states that there will be one additional vehicle movement per minute on Barleymead Way, which is actually a substantial increase. Residents have repeatedly complained about having to queue to get out of the estate, especially in peak hours. There is no highway traffic management system to enable residents to access the A120 and thus wait times would be exacerbated.
- 7.13 Hertfordshire County Council may have a desire for people to cycle/walk into the village for work, however the Standon Business Park is subject to an application to turn it into residential, thus removing it from employment status. Other employment opportunities are limited. It is far more likely that people would need to drive to Ware, Royston or Bishop's Stortford to get to the rail station, or drive to work outside the parish. Unless, or until, Hertfordshire County Council provides a more regular bus service, the private car would be the main method of transportation.
- 7.14 The Parish Council objects to the emergency access route at the top of Standon Hill. This is very likely to become an access for those who won't queue at Barleymead Way and is a very dangerous position.
- 7.15 Barleymead Way already has car parking issues. The village facilities do not have sufficient parking, which means cars are parked on the access road. This will worsen if insufficient parking spaces are allocated under the reserved matters submission.
- 7.16 Management of surface water must be a priority. The development would be contrary to the Standon Neighbourhood Plan. The original Cafe Field assessment significantly underestimated the impact of surface water on the Puckeridge Tributary and thus the chalk River Rib. Given the climate change situation, it is imperative that properties below the site are protected from surface water flooding. SUDs therefore need careful construction/management and this is a major consideration when assessing this suitability of development.
- 7.17 It should be remembered that Puckeridge experienced flooding in 2014, when the Puckeridge Tributary suffered surface flood water.

Agricultural fields absorb water and thus slow the flow of surface water. Hard surfaces and built development increases surface water flooding. The loss of this hydrologically important field cannot go unchallenged.

- 7.18 It is unacceptable for the developer to connect to the existing sewage system. Thames Water has stated that the Puckeridge system is beyond capacity. It should be the developer's responsibility to ensure that all waste is correctly managed. If houses required septic tanks or klargesters, this needs to be incorporated into the design, with it made clear that this would be managed by the householder. The Parish Council would draw attention to LLFA comments from 2018, which detailed issues with SUDs, swales and porous paving. There is increased responsibility for this development to get the drainage system right, given its height above neighbouring properties and cumulative impact on the Puckeridge Tributary.
- 7.19 The Design and Access Statement states that there would be substantial increases in hedge and tree planting. However, this is not supported by the Parameter Plan. Instead, there is a green area, which would act as play space and sustainable drainage. This does not and is unacceptable from a practical and health/safety aspect. The number of new trees and species need to be supplied.
- 7.20 This field is grade 2 agricultural land. It not only provides employment for the tenant farmer, but also provide hydrological services to both villages. The increase in hard surfaces has the potential to create surface water flooding to properties downhill at Barleymead Way and within the villages of Standon and Puckeridge. The applicant has established that the hedgerow support bat species, with just a little investment this land could be a wildlife haven, whilst still providing agricultural employment.
- 7.21 The application has failed to assess local housing need. The parish has far exceeded the housing requirements of the District Plan. The parish therefore does not need housing.
- 7.22 The Parish Council consider that a more beneficial use of the site would be to plant woodland. The site currently is well screened and ensures that the villages of Standon and Puckeridge are separated. If the field is built on Standon and Puckeridge would become a contiguous unit.
- 7.23 If this outline application is granted, then the estate road should be built to adoptable standards and adopted by Hertfordshire County

Council, in order to ensure that residents are not left responsible for the cost of maintenance.

- 7.24 Whilst the Parish Council is clearly opposed to the application, conditions are requested, if this outline application is to be granted, covering: energy efficient design; installation of bird/swift boxes; installation of bat boxes; planting and retention of trees; the orchard is secured in the reserved matters submission; the biodiversity net gain is secured in the reserved matters submission; provision of a defibrillator cabinet; maintenance/management of the play area; maintenance/management of SUDs; and carbon neutrality.
- 7.25 Section 106 contributions should be attributed to the Standon and Puckeridge Community Centre, the recreation field, together with the associated play space, as well as the Health Centre in Puckeridge.

Second Consultation Response

- 7.26 Standon Parish Council again objects to this application. A number of similar concerns have been raised in this second objection relating to: comparison to previous applications, landscape/visual impacts, the delivering of sufficient housing within the parish, the removal of hedgerow, congestion on Barleymead Way and increased flood risk off-site. In addition, further comments have been made, as summarised below.
- 7.27 It is reported that the majority of affordable homes have stood empty on the lower Cafe Field site. Therefore, further development in the parish is not required.
- 7.28 The proposed shared footway/cycleway appears to require the removal of virtually all of the existing site boundary vegetation and that on the A120 side of the existing pathway. While the plan shows a 1 metre buffer strip, it is not clear if this relates to the steep slope from the A120. Currently, the existing shared cycleway is screened from the A120 with thick vegetation ensuring that the pathway and site boundary is well obscured and users are protected from the A120. The extension of the cycleway/footway onto South Road/Southfields could be contentious, as both routes are frequently obstructed by parked vehicles. The Parish Council do not believe that the transport scheme is viable. Residents would drive into the village, as cycling along the A120 is too dangerous. The vast majority of residents do not work in Standon – there is not sufficient jobs to accommodate them. The proposal to install a cycleway at great expense to the public purse is uneconomic,

as it would be unused. The Parish Council also question how walking or cycling along the A120 could be classed as 'healthy', given traffic levels and pollution.

- 7.29 The Noise Report shows that traffic and aircraft noise exceed acceptable levels during the day and night. Windows cannot be opened to alleviate heat build up due to excessive noise. The properties would have gardens and there are play areas, as well as spaces for walking. The traffic noise for anyone using these areas is reported to be detrimental to health. The standards used to assess air quality are questioned. The site is next to the A120, with traffic moving 24 hours a day, including HGVs. To ensure health and wellbeing it is recommended that air sampling and a new traffic audit is undertaken. Vegetation is often used to mitigate noise, but this application is seeking to remove it.
- 7.30 The Parish Council is concerned that the traffic surveys and highway safety audit only considered the junction of the development with Barleymead Way. The main issue is the junction of Barleymead Way with Standon Hill, which is congested at peak times, and then the junction of Standon Hill with the A120, which is also congested. Traffic from Puckeridge accesses the A120 at this point, meaning that traffic from Barleymead Way cannot exit. The cumulative impact of development at Cafe Field needs to be assessed. The Parish Council believes that this single access point is not compliant with national policy, as cumulative impacts would be unacceptable. Residents pay for the estate road and it is questioned why Cala Homes retains ownership.
- 7.31 The application states that electric vehicle charging points would be provided. It is questioned who would use a shared car, when access to an electric vehicle is available. Most residents would be likely to invest in electric cars that will still impact the public highway and lead to congestion. There has been a fatality in recent times on the A120, and therefore information accompanying the application is out of date. The Parish Council wishes to see data on the top 15% of speeds along the A120. It is not believed that the emergency access would be safe and it is easy to see that a retrospective application could be made to turn this into a main estate access.
- 7.32 The Parish Council requests further clarification on what is meant by 10% urban creep. It may be assumed that this relates to extensions/sheds, however the Parish Council needs to be reassured

that this does not mean an additional 10% land take to increase dwelling numbers.

- 7.33 No monitoring of the flow of water through the Puckeridge Tributary is in place to ensure that the flow does not impact adjacent properties, if banks are breached. In a long-term rainfall event there is no mechanism to hold water back to prevent flooding. This is unacceptable and puts many residents at significant risk. Confirmation is required as to whether the development would discharge into a watercourse or existing surface water sewer. It is also questioned why pipework has been installed prior to an application being submitted.
- 7.34 The Parish Council wish to seek clarification on what is meant by 'indirect connection', as this seems to indicate that a surface water connection has the potential to be joined into the existing sewage system. Such connections lead to sewer surcharge in Station Road, which then flows across the A120 and enters the River Rib. This is unacceptable. The development is utilising existing facilities, which are already installed. These cannot be inspected to ensure capacity, as they have already been built on. It is questioned whether the Parish Council just have to accept that this is adequate.
- 7.35 The impact of contaminants has been downplayed in the updated drainage information. Contaminants can end up in the SUDs and then could move into the Puckeridge Tributary, which feeds into the River Rib. Further contamination has the potential to mean that the Tributary is constantly running, which could lead to bank erosion or land loss.
- 7.36 It is unacceptable that a strategy for managing drainage during construction would be developed. This should be a condition, prior to any earth movement.
- 7.37 The Parish Council note that the updated drainage information refers to the gradient of the land diverting water off-site onto lower lying land. This supports the Parish Council's position that flood risk would be increased off-site. This new information also places responsibility for maintaining SUDs on homeowners. There is a risk that maintenance could be overlooked and this is considered to be an onerous imposition on homeowners. Failure to maintain the SUDs could have implications for properties on the lower level of Cafe Field.
- 7.38 The Thames Water Capacity Check within the updated drainage information is questioned. The Parish Council has photographs of

sewage surcharge in Station Road, when there is rainfall. It is thus clear that surface water has been connected to the system. Therefore, it is assumed that the capacity check only relates to sewage and does not consider rainwater connections. The additional properties would result in an increased potential for sewage surcharges. The consistent failure to prevent development on lack of infrastructure needs to be rectified.

- 7.39 Run off calculations within the drainage information appear to be out of date and misleading. The Standon Parish has had no preventive measures to limit instances of flooding. The Tributary needs to be monitored. In addition, the management of pipework does not appear to have been addressed.

### Third Consultation Response

- 7.40 Standon Parish Council submitted a third objection to this application, which solely provides comments on the proposed shared footway/cycleway.
- 7.41 This objection again raises concerns with the safety of the proposed shared footway/cycleway and requests that a full road safety audit is undertaken and published on the website.
- 7.42 Standon Parish Council have provided a series of street view images that seek to demonstrate that the footway/cycleway cannot be constructed without removal of hedging. In addition, commentary accompanies the images that highlights specific parts of the route, which the Parish Council do not deem to be safe.

## **8.0 Summary of Other Representations**

- 8.1 The application has been advertised by neighbour consultation with 226 letters sent to nearby residents and businesses. Press notices and site notices were also posted.
- 8.2 Over the two consultations periods a total of 176 comments have been received, including 173 objections and 3 neutral comments. The consultation responses are summarised below and grouped into topics. All these representations have been considered in the preparation of this committee report.

### Principle of Development

- This development was not allocated in the Neighbourhood Plan.
- Standon and Puckeridge has already delivered the required number of homes in the parish.
- There is no housing need in the area.
- The site is in an unsustainable location, with limited access to services and facilities via sustainable modes of transport.
- The development would result in the coalescence of Standon and Puckeridge.

#### Housing Type/Mix

- There is no need for more affordable housing, as flats at the Cala Development are empty.
- The houses would not be affordable.
- There is no requirement for three-bedroom or four-bedroom houses.

#### Landscape/Visual Impacts

- A number of the views identified in the Standon Neighbourhood Plan would be adversely impacted.
- There would be adverse visual impacts on the rural landscape and village setting.
- There would be adverse impacts on the countryside and rural character.
- Bungalows should be the only type of houses considered on higher ground.
- It is questioned why views from the bypass are not considered.
- There would be loss of views of countryside from nearby properties.

#### Design Quality and Layout

- The density of the development exceeds Standon Neighbourhood Plan Policies.
- The proposal would be overdevelopment of the site.
- There is a lack of separation between the new houses and properties on Aston Road.
- There is concern regarding security and crime.
- It is questioned what the mown paths on the Illustrative Masterplan are for.
- It is questioned whether a walkway could be provided to the north-west of the Cala Development, providing a route to Cambridge Road and Puckeridge.

#### Neighbour Amenity



- There is concern regarding increased noise for nearby residents.
- Noise and disruption would impact local residents during construction.
- There would be security risks for nearby properties.
- Dust generation would impact local residents during construction.
- Houses on the Cala Development would be overlooked.
- Houses on Hammarsfield Close, Plashes Close and Aston Road would all be overlooked by the development.

#### Transport/Highways

- There would be increased traffic and congestion on Barleymead Way.
- There would be increased traffic and congestion on the A120.
- There would be increased traffic and congestion on the A10.
- There would be increased traffic and congestion on Station Road, South Road and Puckeridge High Street.
- Traffic from a proposed new supermarket has not been factored in.
- The junction of Barleymead Way/Standon Hill with the A120 is at capacity.
- The junction of Barleymead Way/Standon Hill with the A120 is unsafe.
- The number of accidents in recent times within the vicinity of the site has not been correctly stated.
- Traffic lights are required at the junction of Barleymead Way/Standon Hill with the A120.
- Speed limits on the A120 should be reduced.
- It is questioned why a further vehicular access down Standon Hill or onto the A10 has not been considered.
- There appears to be a site access towards the Tributary.
- Internal roads are not satisfactory for manoeuvring vehicles.
- It is dangerous for residents to cross the A120 to access bus stops.
- The proposed shared footway/cycleway along the A120 would be unsafe.
- Southfields is not of suitable width for a cycle lane.
- There is concern that the cycle lane could result in loss of driveways and increased noise.
- The need for an emergency access is questioned.
- There is concern with the levels of visibility from the emergency access.
- There is a lack of parking.
- There is inadequate public transport and sustainable transport options.

- There is concern regarding vehicular movements and highway safety during the construction phase, particularly on Barleymead Way.
- Parked vehicles on Barleymead Way would restrict access for construction vehicles.
- There is concern regarding spread of mud across Barleymead Way during the construction phase.
- There is concern regarding damage to Barleymead Way and who will pay for repairs and maintenance, as the road is currently maintained by residents of the Cala Development.
- A Section 106 Agreement is required for maintenance of Barleymead Way.
- Barleymead Way should be adopted by Hertfordshire County Council.
- The Transport Assessment is flawed and the data used within the report is out of date.

#### Social Infrastructure

- There is a lack of infrastructure, services, amenities and facilities in the area (nurseries, schools, doctors, dentists).
- Employment opportunities are not sufficient within the area.
- It is questioned why Section 106 contributions would go towards nurseries in Braughing.
- It is questioned why Section 106 contributions would go towards Ware.

#### Environmental Impacts

- There is concern regarding drainage and flooding, as the Cala Development already floods in periods of heavy rainfall.
- It is questioned whether existing drainage infrastructure has capacity to accommodate runoff from the development.
- Do the attenuation ponds and SUDs on the Cala Development have capacity to accommodate more water.
- There is concern about the capacity of the Puckeridge Tributary to accommodate run off.
- There is concern regarding capacity of sewers.
- There is concern regarding increased sewer flooding.
- There are issues with low water pressure and water supply in the area.
- There is concern regarding impacts on groundwater.
- The proposed development would result in the loss of agricultural land.
- There would be a reduction in biodiversity.

- There would be loss of hedgerow.
- The land to the north-east of the Cala Development was supposed to be a wildflower meadow, not a road.
- Planting will take a long time to mature.
- The maintenance of hedging adjacent to properties on Aston Road is queried.
- The proposed development would harm wildlife, which is not considered in the Ecology Report.
- The proposed development would negatively impact on air quality.
- The proposed development should have solar panels and ground source heat pumps.
- The proposed development would contribute towards urban heating.
- It is questioned whether the properties would incorporate water efficiency measures.
- An Environmental Impact Assessment is required.

#### Other Matters

- A similar proposal was already refused in 2017.
- Outline applications provide no assurance on what will be delivered.
- It is questioned whether the developers have authority to connect to drainage on the Cala Development and use Barleymead Way, given that these are owned by a third party.
- Residents on the Cala Development did not know that this proposal was going to be submitted.
- The site should become a community garden, orchard or wildlife space.
- The proposal would result in house prices lowering in the area.
- There has been insufficient opportunity for community input.

8.3 Comments have also been received from other groups and interested parties, as summarised below:

- CPRE considers that the proposal would be inappropriate in the Rural Area Beyond the Green Belt, as it fulfils none of the categories for development in this area. The submitted Planning Statement is challenged, as development would alter considerably the character of the village and add a disproportionate amount of development in the area. The site is not allocated in the District Plan, which provides sufficient land for housing over the plan period. It is wholly inaccurate to assert that minimum housing targets cannot be achieved without allowing development in this

area. The concerns of the Parish Council are supported, especially regarding the detrimental impact on rural landscape and views. The loss of grade 2 agricultural land is opposed. The previous refusal of permission on this site is supported. Development of this nature should be incorporated into the Local Plan process.

- North East Hertfordshire Swift Group considers that a condition should be included securing 50 integrated swift bricks.
- Sawbridgeworth Swifts considers that a condition should be included securing 50 integrated swift bricks.

## **9.0 Consideration of Issues**

- 9.1 Section 70(2) of the Town and Country Planning Act (1990) (as amended) and Section 38(6) of the Planning and Compulsory Purchase Act (2004) require decisions to be made in accordance with the development plan, unless there are material considerations that indicate otherwise.

## **Principle of Development**

### Development Strategy

- 9.2 Several policies within the DP (District Plan), SNP (Standon Neighbourhood Plan) and NPPF (National Planning Policy Framework) are of relevance to the principle of development. DP Policy DPS1 sets out the development strategy for the District over the plan period (2011 – 2033). This policy identifies the need to provide new housing growth, with a minimum of 18,458 new homes required between 2011 – 2033 (839 new homes per year) to meet the minimum housing requirements. DP Policy DPS2 outlines the Council's approach to delivering the development strategy across the District. This policy seeks to deliver sustainable housing development within identified settlements, on allocated sites and on sustainable brownfield sites, with limited development also supported in villages.
- 9.3 It is considered that whilst these key policies are 'time-expired' and out of date, in terms of when the DP was adopted (in 2018), the policies are broadly consistent and conform with the current NPPF (2024) and the general thrust of the Government's intentions to significantly boost the supply of housing within the UK. Therefore, it is considered that appropriate weight still needs to be given to these important policies,

alongside DP Policy GBR2, which combine to set out the most important policies for determining this application.

- 9.4 As already noted, the site is located adjacent to, but outside of, Standon and Puckeridge, which is identified as a group one village in the DP. Within such villages the principle of housing development is supported by DP Policy VILL1. This policy sets out that these villages will be expected to accommodate a 10% increase in housing stock between 2017 – 2033. Parish Councils are encouraged to prepare Neighbourhood Plans to allocate land to meet this housing target. The SNP was adopted in 2019 and this Neighbourhood Plan explains that the required 10% increase in housing stock will be achieved largely through developments that already benefit from planning permission. Therefore, SNP Policy SP7 mostly seeks to concentrate new housing development within the village boundary.
- 9.5 The location of the site outside the village boundary means that the land is designated as part of the Rural Area Beyond the Green Belt. This is a policy designation that covers two-thirds of the District, with the Rural Area Beyond the Green Belt being a countryside resource. In order to protect the countryside and rural qualities of this designated area, DP Policy GBR2 identifies types of development that can be acceptable in the Rural Area Beyond the Green Belt. Housing development in the Rural Area Beyond the Green Belt can be permitted under (e) 'limited infilling or the partial or complete redevelopment of previously development sites in sustainable locations' or (h) 'development identified in an adopted Neighbourhood Plan'. SNP Policy SP9 sets a presumption against development in the rural area, unless it complies with DP Policy GBR2.
- 9.6 In this current case, the location of the site beyond the village boundary of Standon and Puckeridge and outside of any recognised settlement means that this proposed development would not accord with the overarching spatial development strategy for the District, referenced at DP Policy DPS2, which supports housing development on sustainable brownfield sites, within the main towns and limited development in villages. Furthermore, neither DP Policy VILL1 or SNP Policy SP7 encourage housing development outside of the village boundary of Standon and Puckeridge. Therefore, the principle of this proposed scheme does not accord with the spatial development strategy for the District and would be contrary to the mentioned policies. This conflict with development plan policy carries negative

weight in the planning balance, which will be concluded in the final part of the report.

- 9.7 With regard to the policies that cover the Rural Area Beyond the Green Belt, it is clear that the scheme would not constitute 'limited infilling', given the major nature of this development. Furthermore, the proposals would not represent 'redevelopment of previously developed sites', as most of the site is not previously developed, instead comprising of agricultural land. Therefore, the proposed development would not accord with DP Policy GBR2(e). In addition, the site is not allocated for development within the SNP, meaning that the proposals would not comply with DP Policy GBR2(h). The proposed scheme would also not fall within the scope of any of the other types of development listed at DP Policy GBR2. As such, the proposal would not be a form of development normally supported in the Rural Area Beyond the Green Belt and would conflict with DP Policy GBR2 and SNP Policy SP9.
- 9.8 Overall, in terms of the principle of development, the proposed scheme would not comply with the overarching spatial development strategy for the District and would not be a type of development normally permitted in the Rural Area Beyond the Green Belt. Therefore, the proposal would be contrary to DP Policies DPS2, VILL1 and GBR2, as well as SNP Policies SP7 and SP9. These policy conflicts will be attributed negative weight in the final balancing exercise undertaken at the end of this report.

#### Housing Delivery

- 9.9 As already explained, DP Policy DPS1 outlines that the Council will provide a minimum of 18,458 new homes in the District over the plan period (2011 – 2033). This equates to 839 new homes per year. In addition, Section 5 of the NPPF sets out that the Government maintains its objective of significantly boosting the supply of homes.
- 9.10 In terms of the current 5YHLS (five year housing land supply) position in the District, it was concluded through an appeal decision, published in August 2024, that the Council cannot currently demonstrate a 5YHLS. This appeal decision stated that the Council could, at this time, only evidence between 4.20 and 4.49 years housing land supply (4,671 dwellings). If that allowed appeal scheme was also factored in, then this would have increased the 5YHLS to between 4.42 and 4.72 years. The Planning Inspector dealing with that appeal did acknowledge that this was a snapshot in time, and therefore officers have been reviewing

the position on housing land supply since. Nonetheless, the latest position, as set out in August 2024, is that the Council is not able to demonstrate the delivery of enough homes over the five year period to establish a 5YHLS. Due to this lack of a 5YHLS, the housing supply-based policies, including DP Policies DPS2, VILL1 and GBR2, as well as SNP Policies SP7 and SP9 are out of date.

- 9.11 Since August 2024, a revised version of the NPPF was published in December 2024 and then updated in February 2025. This revised version of the NPPF requires the Local Planning Authority's housing need, as set through the Local Plan adoption process, to be calculated using a new standard methodology. This new standard method utilises a formula that incorporates a baseline of local housing stock, which is then adjusted upwards to reflect local affordability pressures, to identify the minimum number of homes expected to be planned for. The implications of this new standard method for housing need in East Herts are still currently being considered by officers and the detailed position has not yet been finalised. However, it is anticipated that once this work has been completed, it will demonstrate that the Council has a more significant shortfall of housing delivery against the updated housing need, than was the case in August 2024. On this basis, it is expected that the Council's supply position will reduce further below the 4.20 – 4.49 years figure, determined in August 2024.
- 9.12 Using the new standard method, the Council's housing requirement has increased from 1,041 new homes per annum to 1,265 homes per annum. For the purpose of calculating 5YHLS, it should be noted that, in addition to the new standard method figure (1,265), the NPPF requires a 5% buffer (move forward from later in the plan period) to ensure choice and competition in the market. This means that the overall housing need requirement for 5YHLS purposes has increased to  $1,265 + 63 = 1,328$  new homes per annum. The consequence of this is a further supply deficit and the Council will need to consider granting planning permission for housing on new sites not currently allocated in the DP, or face the prospect of sites being granted planning permission through appeal.
- 9.13 This proposed scheme would deliver up to 91 dwellings, and therefore could make a notable and meaningful contribution towards the overall housing targets in the local area and the District. In addition, this housing delivery would assist the Council in addressing the current 5YHLS deficit, which, as already explained, is likely to have worsened in recent months. Officers consider that there are no apparent major

obstacles in planning terms that would prevent this development coming forward. Noting the scale of this development, the complexity of the build and data from comparable sized schemes (in terms of construction times following planning consent being granted), it is considered that all of the new homes could be delivered on this site within the next 5 years. This means that the proposed development could make a contribution towards housing delivery in the short-term and could boost the Council's 5YHLS figures over the current five year period. Overall, this housing provision is a significant benefit of the scheme, which attracts support from Section 5 of the NPPF and should be assigned significant positive weight in the overall balance.

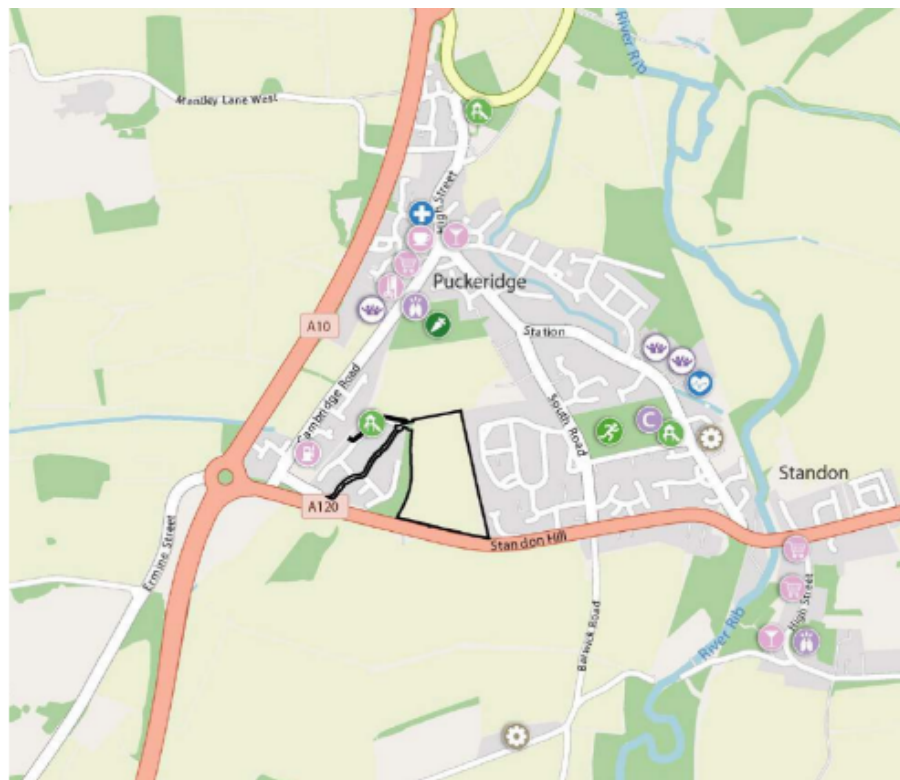
- 9.14 Notwithstanding the existence of adverse effects of the development to be discussed in detail in this report, in planning policy and development management terms, the benefit to be afforded to the provision of new housing (including affordable housing) at this time is elevated, in light of the council's current shortfall, the direction of national policies in the NPPF (to significantly boost housing supply) and the urgency of addressing the thrust of the Government's drive to stimulate economic growth in the UK.

#### Access to Services and Facilities

- 9.15 DP Policy TRA1 sets out that development proposals should primarily be located in places which enable sustainable journeys to be made to key services and facilities to help aid carbon emission reduction. This policy seeks to ensure that a range of sustainable transport options are available to occupants or users of the development, which may involve the improvement of pedestrian links, cycle paths, passenger transport network and community transport initiatives. Paragraph 110 of the NPPF outlines that significant developments should be focused on locations, which are, or can be made sustainable.
- 9.16 The site is located adjacent to Standon and Puckeridge, which is categorised as a group one village in the DP. Group one settlements are the most sustainable type of village in the District, as they contain some services and facilities. Within Standon and Puckeridge there is a primary school, first school and middle school, together with other community uses such as a doctor's surgery, a community centre and playing field. In addition, Standon High Street and Puckeridge High Street both provide access to a limited number of facilities, such as convenience stores, a post office, a bakery, public houses and a



pharmacy. There are also some small scale employment uses close to the Standon High Street.



Facilities Plan. Not to scale. Base mapping © Open Street Maps

Site boundary	Petrol station	Allotments
A-Road	Community centre	Recreation ground
B-Road	Place of worship	Golf club
Convenience store	Primary school	Play area
Public house	GP	Industrial park
Cafe	Pharmacy	
Hairdressers		

9.17 The

image on the previous page is from the applicant's Design and Access Statement and this identifies some of the facilities within the vicinity, however officers would note that some of these uses are not currently in operation (such as the petrol station).

- 9.18 The proximity of the site to Standon and Puckeridge means that there would be reasonable scope for occupants of the development to walk or cycle into the village to access services and facilities. The Standon High Street is to the east of the site and can be accessed by foot through using the pathway alongside the A120. In addition, the schools and other community uses on Station Road, again to the east, could be reached through walking along the footpaths on the A120, South Road and Southfields. Officers acknowledge that the facilities within Standon are approximately 900 metres from the south-eastern corner of the site and this is slightly above recommended distances for walkable

neighbourhoods (generally accepted as being 800 metres to facilities). However, there would still be some potential for occupiers of the proposed dwellings to access services and facilities in Standon via walking or cycling. Furthermore, as discussed later in this report, this proposed scheme includes the provision of a shared footway/cycleway along the A120, which would increase accessibility into Standon via cycling.

- 9.19 The Puckeridge High Street is to the north of the site and could be accessed by walking or cycling westwards and then northwards along the footpaths on the A120, Old Standon Hill and Cambridge Road. Again, it is noted that the school and other facilities on Puckeridge High Street would be at least 900 metres from the south-western corner of the site. Therefore, as previously explained, these facilities would be at a distance from the site that would be slightly in excess of recommended walking distances for walkable neighbourhoods. Notwithstanding this, planning and highways officers at EHDC and HCC still consider that the school and other limited facilities on Puckeridge High Street are within a reasonable walking or cycling distance.
- 9.20 Whilst the access to some services and facilities within Standon and Puckeridge is noted, officers acknowledge that there is no secondary school in the village, nor is there a large supermarket in the vicinity. Furthermore, the employment opportunities in the locality are limited and there is no train station in the village. Given these observations, it is clear that occupiers of the proposed development would have to travel outside the village for essential journeys to access secondary education, shops, employment and rail travel. The nearest settlements that contain such facilities are the towns of Buntingford, Ware and Bishop's Stortford. There are bus stops to the east and west, within 300 metres of the site, where the 331 bus service alights, which is, at specified times during the day, an hourly service, that runs to Hertford, Ware, Buntingford and Royston. The 831 school bus service to Buntingford is also available from these bus stops. In addition, the 36 bus service is accessible on Station Road and South Road to the east/north-east and provides access to Bishop's Stortford, Buntingford, Letchworth, Hitchin and Stevenage. As such, there would be some scope for occupiers of the proposed dwellings to travel to larger order settlements via public transport. In addition, this scheme would deliver a financial contribution towards bus services and the Highway Authority have indicated that this could be used to improve the frequency of the 331 bus service at weekends, or other improvements to the route as deemed necessary by the Bus Operators and HCC.

- 9.21 The availability of some public transport in the area, together with the potential improvement of the 331 bus service, is noted. However, officers do not consider the bus services running through the area to be of such frequency, or convenience, for this to be the main mode of transport to nearby towns utilised by occupiers of the proposed development. As such, there would be some reliance on the private vehicle to undertake essential journeys. This means that the proposals would result in the creation of some unsustainable journeys and this would conflict with part of the DP Policy TRA1 and Section 9 of the NPPF. The environmental harm resulting from unsustainable journeys and associated carbon emissions attracts negative weight. While this is noted, as already discussed, some journeys from the site could be undertaken by sustainable modes and the scheme would deliver enhancements that would encourage more sustainable travel.
- 9.22 Officers consider that the site is no less sustainable from a planning or travel perspective than the Cala Development to the west. That adjacent development would be marginally closer to Puckeridge High Street, while this proposed scheme would be slightly closer to Standon High Street. The Cala Development is of a comparable scale to the current proposals, subject to the outline application, and travel patterns are likely to be similar overall. The Cala Development was approved under similar circumstances, at a time when the Council could not evidence a 5YHLS, and was subject to conditions and planning obligations, whereby the proposals were considered acceptable, on balance. It appears from the sequence of applications submitted on the wider site and at the Cala Development site between 2016-2018, that officers had given due regard to the emerging submission version of the DP (which was finally adopted in 2018). Officers are not persuaded that there is a marked difference between the locational sustainability of the application site, when compared with the Cala Development site, particularly when policy directions and context indicate a similar overall level of sustainability and access to services and facilities.
- 9.23 Given the above analysis, and despite the existence of the new housing development to the west it is considered, overall, that moderate negative weight must still be assigned in the final planning balance, due to the extent of the access to services and facilities via sustainable modes of transport. This will weigh against the proposed development in the balance. However, in light of the suitability of the neighbouring Cala Homes development, in addition to the current tilted balance needing to be applied, officers do not consider that the second reason

for refusal of the previous application (reference: 3/15/2081/OUT) would stand up at an appeal, if the proposal were refused on the basis of concerns over the location for development being unsustainable and the development giving rise to unsustainable travel.

- 9.24 The proposed development seeks to address the previous reason for refusal by securing improvements to cycling and walking (to be addressed later in this report). Notwithstanding these provisions being secured as part of this application, officers still consider the development would amount to some harm to be carried into the balance, in light of the conflicts with the above DP policy, relating to access to services and locational sustainability.

### **Affordable Housing and Housing Mix**

#### Overall Housing Mix

- 9.25 DP Policy HOU1 outlines that housing developments should deliver an appropriate mix of housing tenures, types and sizes, in order to create mixed and balanced communities, taking into account the latest Strategic Housing Market Assessment (SHMA) and any up-to-date evidence. SNP Policy SP10 prioritises the delivery of starter/smaller dwellings for private purchase, affordable housing and smaller units for downsizing, including bungalows. DP Policy HOU7 requires new homes to be readily accessible and adaptable to meet the changing needs of occupants. This policy expects residential development to meet Building Regulations Requirement M4(2) – Accessible and Adaptable Dwellings. Major developments should also provide a proportion of dwellings that meet Building Regulations Requirement M4(3) – Wheelchair User Dwellings.
- 9.26 This application proposes the delivery of up to 91 dwellings, however this scheme is in outline form, with reserved matters to follow, and therefore the final housing mix has not been set. While this is noted, the applicant has provided an indicative housing mix, as shown below, so to illustrate how a mix of housing could be delivered on the site.

<b>Dwelling Type</b>	<b>Total</b>
One-Bedroom	13
Two-Bedroom	21
Three-Bedroom	39
Four-Bedroom	15
Five- Bedroom	3

- 9.27 It is evident from the above table that the scheme could provide a good variety of homes, ranging from one-bedroom to five-bedroom. Officers consider that this indicative mix would make a considerable contribution towards meeting housing needs in the District, as well as addressing the needs for smaller units of accommodation in Standon, with up to 73 units being 3 bed and below. In particular, the provision of a significant number of three-bedroom houses would directly address the housing demand set out in the SHMA, which identifies three-bedroom homes as being the most in demand property type across the District. Furthermore, the supply of a notable number of one and two-bedroom dwellings would address the need for this type of accommodation as identified in the SNP and would, therefore, comply with SNP Policy SP10, which encourages the delivery of smaller homes. The applicant has also outlined in their Planning Statement that there could be scope to provide bungalows on site, which is again supported by SNP Policy SP10.
- 9.28 Whilst the above comments are noted, the precise housing mix would be secured at reserved matters stage. In order to ensure that the future housing mix does address local housing need, it is deemed necessary to include a condition requiring future reserved matters submissions to have regard to the SHMA and SNP housing requirements. Subject to this condition, officers consider that the scheme would broadly comply with DP Policy HOU1 and SNP Policy SP10.
- 9.29 No details have been provided with this application to demonstrate that the proposed scheme would deliver dwellings that meet Building Regulations Requirement M4(2) – Accessible and Adaptable Dwellings. Furthermore, the applicant has not confirmed that a proportion of the proposed units would be designed to Building Regulations Requirement M4(3) – Wheelchair User Dwellings. It is accepted that these details would be finalised at reserved matters stage. Nonetheless, officers do not consider there to be any particular issues on this site that would prevent the provision of M4(2) and M4(3) dwellings through the development. In light of this, it is deemed appropriate to include conditions as part of this recommendation that require 90% of the proposed units to comply with M4(2) standards and the remaining 10% of the dwellings to be provided as M4(3) dwellings. This condition would ensure that the proposed development would comply with DP Policy HOU7.

### Affordable Housing

- 9.30 DP Policy HOU3 seeks to secure 40% affordable housing provision on developments of 15 or more dwellings. The affordable housing provision should incorporate a mix of tenures, having regard to the Council's most up-to-date evidence on housing need. Affordable units should be integrated into the open market housing through appropriate design methods (e.g. tenure blind, pepper potting).
- 9.31 In terms of affordable housing, the applicant has confirmed that the development would deliver 40% affordable housing (36 units), in accordance with DP Policy HOU3. This level of affordable housing provision would be secured through a S106 Legal Agreement. Given the unmet demand for affordable housing within the District, officers consider that this level of affordable housing provision would be a positive material consideration that would attract significant positive weight in the overall planning balance.
- 9.32 The outline form of this application means that the proposed tenure split and dwelling types provided within the overall affordable housing mix have not yet been outlined by the applicant. It is accepted that these matters would be finalised at the reserved matters stage. Nonetheless, through the previously mentioned condition, officers can ensure that a tenure split and affordable housing mix is secured that addresses the requirements of the SHMA, the comments of the Housing Officer and the policies within the SNP. A suitable spread of affordable housing units across the site and a tenure blind design for the affordable units would also be required at reserved matters stage, in order to meet the requirements of DP Policy HOU3.
- 9.33 It is noted that various comments from the Parish Council and local residents have questioned whether there is actually a demand for affordable housing in this location, given that affordable homes on the adjacent Cala Development are said to be empty. Officers cannot speculate on the reasons these affordable units are currently unoccupied and it is of very limited relevance to the current application. There is a clear unequivocal local and national planning policy requirement to deliver a significant level of affordable housing across the whole District to ensure that there is a sufficient choice of homes. It is also significant in the case of the current application, that there is a well-established and significant unmet demand for affordable housing in East Herts, as confirmed through an appeal decision in Buntingford last year (appeal reference: APP/J1915/W/24/3340497). The Inspector in that Appeal resolved that the Council had under-delivered on the

level of affordable homes that were needed in the District over the DP period, and therefore there was a shortfall of affordable housing that would be addressed through the development. As such, it is appropriate to assign significant positive weight to the delivery of 36 affordable homes, as part of this application. This is afforded greater weight, in light of the shortfall against the need, and consequently this factor weighs heavily in favour of the development.

## **Design Quality and Landscape Character**

### Design Approach

- 9.34 DP Policy DES1 sets out that all 'significant' development proposals will be required to prepare a Masterplan. This should be prepared collaboratively involving site promoters, landowners, East Herts Council, the Parish Council and other relevant key stakeholders. The Masterplan should also be informed by public participation.
- 9.35 DP Policy DES4 outlines that developments must be of a high standard of design and layout to reflect and promote local distinctiveness. Proposals will be expected to make the best possible use of the available land by respecting or improving upon the character of the site and the surrounding area, in terms of: scale, height, massing, orientation, siting, layout, density, materials, landscaping and design features. SP Policy SP13 requires the design of development to reflect the overall character of the parish, taking into account: materials, roof profiles, roof pitches, spacing, building lines, density and detailing.
- 9.36 DP Policy HOU2 notes that housing developments should make efficient use of land and proposals should demonstrate how density has been informed by the character of the local area. SNP Policy SP12 sets out that major housing developments should not generally exceed an on-site density of 25 dwellings per hectare. However, this policy also recognises that some sites may be able to accommodate a higher density, where it can be demonstrated that this would respect, and be sensitive to, the character and context of the locality.
- 9.37 It is noted that DP Policy DES1 requires a Masterplan to be prepared for significant development proposals (those generally larger than 50 units). In this instance, the application site is not allocated within the DP, and therefore a formal masterplanning process, with establishment of a steering group, public participation and eventual endorsement by the Council, has not been undertaken. Whilst this is noted, the applicant has submitted a Statement of Community Involvement, which

explains that leaflets have been delivered by the applicant to nearby properties to notify local residents of the proposals for the site. These leaflets also offered local residents the opportunity to provide feedback and comments to the applicant. Furthermore, the Statement of Community Involvement outlines that letters were sent to the Parish Council and local councillors, inviting these stakeholders to meet with the applicant. As such, the applicant has taken some steps to communicate with the local community.

- 9.38 In addition to the above, it is clear that the development has evolved, since its first iteration in 2015. As already explained, the original proposals at Cafe Field (reference: 3/15/2081/OUT) related to a larger site, which also included the land to the west. This refused scheme initially proposed the erection of up to 205 houses. Since then, the larger site has been split into two, with the Cala Development undertaken on the western side (references: 3/17/1055/OUT). This current scheme, coupled with the adjacent development, can overall be viewed as a scaled back version of the original application, incorporating a lesser number of dwellings and a larger area of open space. As such, the proposals have clearly been through a process of evolution, and the result of this, is shown on the Illustrative Masterplan submitted with this application.
- 9.39 These proposals are in outline form, and therefore the layout, scale and appearance of the development has not yet been set. The applicant has provided a Parameter Plan for approval, which outlines the intention to deliver the housing development on the eastern side of the site. The majority of the houses would be restricted to two storey height, while a small area along the northern boundary would be limited to single storey buildings. On the western side of the site, it is proposed to create an open space that would incorporate play spaces and planting.
- 9.40 The Illustrative Masterplan submitted in support of this application is not for approval. Nonetheless, this Illustrative Masterplan provides further detail to demonstrate how the site could be developed. The Illustrative Masterplan is shown in the following image.





- 9.41 The Illustrative Masterplan indicates that the main access road would extend off Barleymead Way and would run in a south-easterly direction, roughly through the centre of the site. All the housing development would be located on the eastern side of the main access road, with some dwellings positioned in a line along this main route. Further houses to the east would be accessed from secondary roads running off the main route. To the west of the access road an area of open space would be created, which would include a play space, orchard, additional planting, attenuation ponds and a small network of pedestrian/cycle routes. On the southern site boundary, these pedestrian/cycle routes would connect to the footway/cycleway alongside the A120. In addition, informal paths would be provided to the west allowing pedestrian movement onto the grassed area between the site and the Cala Development. A further small area of green space could be provided in the north-eastern corner of the site and this could contain a SUDs feature, as well as an additional play space.

#### *Layout & Density*

- 9.42 Officers consider that the Illustrative Masterplan demonstrates that this quantum of development, being up to 91 dwellings, together with a good-sized open space, could be comfortably delivered on the site. The proposed buildings would generally be laid out in straight lines along the access roads. It is noted that the houses on the Cala Development, as well as dwellings on Aston Road, are generally positioned on consistent building lines. Therefore, the indicative layout, as shown on

the Illustrative Masterplan, would be reflective of the setting. The indicative layout initially included a single bungalow on the western side of the access road. Given the position of this building, separated from the rest of the proposed houses, the Design Officer raised concern that this dwelling would not relate well to the street scene. In addition, the Design Officer noted that this building could potentially block attractive views of the open space. The applicant has taken these comments into account and removed the single bungalow from the Illustrative Masterplan. As such, this concern from the Design Officer has been addressed.

- 9.43 In terms of densities, officers note that DP Policy HOU2 requires the density of development to be informed by local character, whereas SNP Policy SP12 is more precise, outlining that major developments should generally not exceed a density of 25 dwellings per hectare (dph). While this is noted, SNP Policy SP12 does accept that there be some cases where a higher density could be appropriate, if it is sensitive to the particular context of the locality.
- 9.44 The Parameter Plan indicates that the housing development could be provided at a density of up to 30dph. As such, if built at the maximum quantum (91 homes) the density would exceed the recommended level set out at SNP Policy SP12. Whilst this is acknowledged, the site comprises a suburban extension infilling part of the Cafe Fields between the existing housing estate to the east and the Cala Development to the west. The field, therefore, comprises a gap between built-up areas and the proposed scheme maintains a large open expanse to its centre in an attempt to retain some openness at the southern and central part of the fields. The character of the site is not a remote rural setting, which lends itself to a lower density. Furthermore, the adjacent Cala Development has been developed at a density above 25dph (approximately 26dph) and there are other parts of Standon and Puckeridge nearby, where the built environment is at a density of around 30dph. Noting the location of the site, adjacent to existing built-up areas, and given the existence of built environments of around 30dph in the locality, officers consider that a density of up to 30dph would adequately respect the wider context of this site. Consequently, the proposals would not be in conflict with DP Policy HOU2, nor SNP Policy SP12.
- 9.45 In addition to the above, officers note that the Design Officer has not indicated that a density of up to 30dph would result in a poorly designed scheme. The Illustrative Masterplan also demonstrates that a

development of this density could be appropriately accommodated on the site, without it appearing overly intense for the setting. Whilst these conclusions are noted, the density of the development is ultimately a matter that would be further considered at reserved matters stage, once the layout of the scheme has been set. At reserved matters, officers could ensure that the density of the final scheme suitably respects the area.

*Scale, Architectural Approach & Materials*

- 9.46 As already noted, the Parameter Plan restricts the heights of the buildings to two storey and the submitted Design & Access Statement clarifies that the majority of the buildings are proposed to be of two storey form. Officers note that the dwellings on the Cala Development are mostly two storey in height, while buildings directly to the east within Standon and Puckeridge are also largely of two storey scale. Given these prevailing building heights, officers consider that the proposed two storey height of the dwellings would appropriately relate to the character of the adjacent village and would respect the building types present in the locality. Officers note that a small part of the site along the northern boundary would be limited to single storey buildings and it appears that this area could only reasonably accommodate one or two bungalows. There is no objection to the provision of bungalows in this location, as buildings of this reduced height would not overly dominate the setting.
- 9.47 Due to the outline form of this application, limited information has been provided relating to the architectural approach for the proposed houses. The Illustrative Masterplan and images from the Design & Access Statement suggest that the proposed dwellings would mostly be of either hipped or pitched roof design. The majority of buildings in this locality are of simple pitched roof form, and therefore the use of pitched roofs for the new dwellings would be in keeping with the area. Furthermore, hipped roofs are commonly utilised in the design of housing, meaning that they would not appear incongruous, if adopted on this site. The Illustrative Masterplan also indicates that numerous dwellings could incorporate front gable ends, particularly those houses along the main access route. This would be appropriate and could assist in adding some visual interest to the street scenes within the site. Whilst these comments are acknowledged, the design and appearance of the houses is a matter that would be further considered at reserved matters, where detailed elevations would be required.

- 9.48 No information has been provided regarding the proposed materiality. There are a variety of materials evident on houses within this locality, and as such officers do not consider there to be requirement for the applicant to utilise a specific material. A mix of traditional and modern materiality could be supported by officers, were it to come forward at reserved matters stage.

*Open Space and Permeability*

- 9.49 DP Policy CFLR1 expects developments to supply open spaces and local areas for play on-site. SNP Policy SP18 requires major developments to provide appropriate areas of public open space on site, with such spaces designed so that they are fully accessible to residents and visitors. This policy also encourages developments to connect to the wider public right of way network. DP Policy DES4 seeks to maximise legibility and enhance accessibility of the public realm.
- 9.50 As already noted, this scheme would deliver a large open space on the western side of the site. The submitted Design & Access Statement confirms that this would be publicly accessible, in accordance with DP Policy CFLR1 and SNP Policy SP18. Subject to suitable details being provided at reserved matters, officers consider that this could be a high quality public open space that could offer opportunities for recreation, play and exercise for both new and existing residents. This is a positive aspect of the scheme that attracts some positive weight in the overall planning balance. Standon Parish Council have suggested that the installation of play spaces, adjacent to the SUDs within the open space, would be unsafe. This concern is noted, however, at reserved matters stage, officers could ensure that the SUDs features are appropriately located and enclosed to prevent any safety issues.
- 9.51 Connections would also be provided from this public open space onto the footway/cycleway along the A120, which is to the south of the site. These links would encourage active travel eastwards to Standon, or westwards towards Puckeridge. The Design Officer initially commented on this application, raising concern with the lack of pedestrian links to the west. The applicant has responded to these comments outlining that there are no formal footpaths to the west for this development to connect to. As such, it is not possible to provide formal linkages towards the Cala Development. Whilst this is noted, the applicant has updated the Illustrative Masterplan to show informal links along the western site boundary. These informal connections would suitably promote westward pedestrian movements, and therefore the applicant has sought to address the comments of the Design Officer.

- 9.52 The lack of pedestrian connections to the east and north of the site is acknowledged. However, there is no public land in these directions for the development to connect to. Notwithstanding this, there do not appear to any planning constraints that would prevent creation of a northern connection, should this become a feasible option in the future. A local resident has questioned whether a new pedestrian route could be provided to the north-west of the Cala Development and onto Cambridge Road. This suggestion is acknowledged, however such a connection would require use of land that is outside the site boundary and beyond the ownership of the applicant. Therefore, it would not be possible to provide this route through this scheme. Nonetheless, officers consider that the provision of southern formal connections and western informal links, together with the series of routes within the site, would suitably foster permeability and encourage active travel.

### Design Conclusions

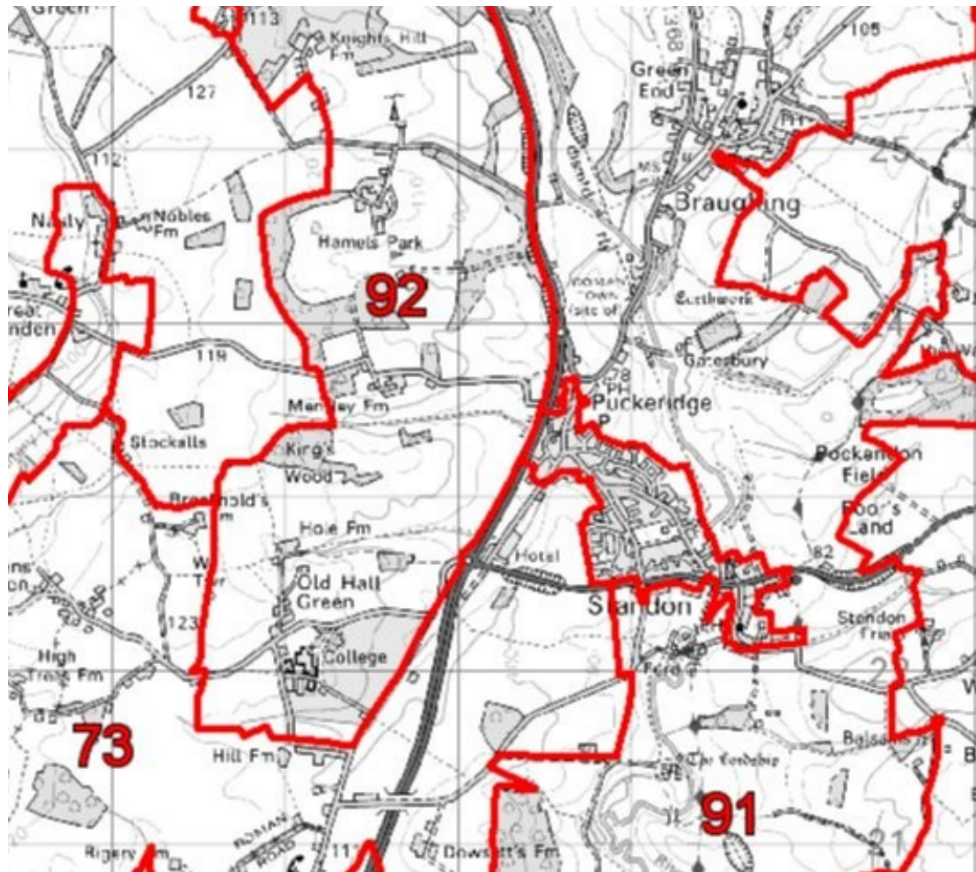
- 9.53 In summary, officers consider that the submitted Illustrative Masterplan demonstrates that this quantum of development can be appropriately accommodated on the site, whilst still providing a generous area of public open space. Subject to further details being provided at reserved matters, this open space could be a high quality publicly accessible asset for local residents. The indicative layout would suitably relate to the wider built environment and the proposed density would respect the character of the surrounding area. The restriction of building heights to two storey, with a minimal number of bungalows also provided, would ensure that the scale of the houses would not overly dominate this setting. The scheme also provides appropriate connections both on-site and off-site, so to encourage active travel and foster permeability.
- 9.54 Therefore, overall, officers consider that this outline application forms an appropriate basis for a high-quality design being delivered at reserved matters. The character and appearance of the site and the surrounding area would not be compromised and, in design terms, the scheme would comply with DP Policies HOU2, DES4 and CFLR1, as well as SNP Policies SP12, SP13 and SP18.

### Landscape and Visual Impact

- 9.55 DP Policy DES2 outlines that proposals must demonstrate how they conserve, enhance or strengthen the character and distinctive features of the District's landscapes, with due regard had to the Landscape Character Assessment Supplementary Planning Document (SPD). SNP

Policy SP3 notes that development within identified views and vistas must ensure that key features of the view can continue to be enjoyed, including distant buildings, areas of landscape and the juxtaposition of village edges and countryside.

- 9.56 The site is situated within LCA 73, identified as the High Cross Plateau, in the Landscape Character Assessment SPD. This SPD describes the landscape character of this area as 'a two speed landscape. Open undulating clay plateau bisected by fast A-road along ancient route with several wayside settlements'. While the site is within LCA 73, it is to the northern-eastern corner of this designated area and is adjacent to the village of Standon and Puckeridge. LCA 91, referenced as the Upper Rib Valley in the SPD, is located to the east, as shown in the image on the following page. The SPD notes that 'ancient settlements on the valley slopes' are a notable local feature of this landscape.
- 9.57 This application is supported by a Landscape and Visual Appraisal (LVA), which considers both the landscape and visual impacts of the proposed development. In terms of landscape character, the LVA acknowledges that the site is within LCA 73 and does exhibit some of the characteristics of this LCA, such as the undulating and arable nature of the land. While this is noted, the LVA sets out that the landscape character of the application site is notably influenced by the proximity to Standon and Puckeridge. Furthermore, there are broad panoramic views from the site, which also form part of the landscape character. Given these observations, the LVA describes the overall landscape character as High Cross Plateau but with influences of existing built form and extensive panoramic views.



- 9.58 Officers do, to a certain degree, concur with the LVA's interpretation of the landscape character of the site. However, the LVA has not acknowledged the proximity of the site to LCA 91, which is considered to have relevance to the landscape character of this setting. As already noted, LCA 91 is partly characterised by 'ancient settlements on valley slopes'. Standon and Puckeridge are examples of such settlements, which sit on the valley slopes, with their built-up areas generally not extending onto the higher-level plateaus. Noting the proximity to Standon and Puckeridge, and given the elevated nature of the site, officers consider that the characteristics of LCA 91 should have been factored into the LVA's description of the overall landscape character. As such, it is not considered that the LVA has provided a fully accurate baseline to assess the landscape impacts of the development.
- 9.59 Whilst the above is noted, the LVA does, nonetheless, set out several elements and features to assess the landscape impacts of the development against. These include the sloping arable nature of the land on the settlement edge, the presence of hedgerows along fields boundaries, the noise/movement/lighting from the surroundings and the medium scale/simple/open aesthetic qualities of the site.
- 9.60 The LVA outlines that the addition of built form onto this agricultural land would result in the loss of the arable character of the site and

would be likely to change the sloping landform. The openness of the site would also be significantly eroded. As such, there would be adverse landscape impacts from these perspectives, which the LVA identifies as being major/moderate. While this is acknowledged, the LVA highlights that the site is adjacent to existing built development, and on this basis, the report sets out that 'landscape effects would be localised and focused on the site itself due to the surrounding landscape already being influenced by existing built form'. Due to this, the LVA concludes that the overall adverse landscape impacts would be reduced down to moderate/minor.

- 9.61 While the Landscape Officer generally agrees with the above conclusions, it is noted that the full assessment within the LVA has not had regard to the characteristics of LCA 91, nor has it fully considered the relationship of Standon and Puckeridge with the surrounding landform. The proposed scheme would result in the settlement of Standon and Puckeridge encroaching partly onto an elevated and open plateau, meaning that the village would be extended beyond and above the valley slopes. This is a further adverse impact that should be weighed into the final conclusions on the level of harm to landscape character.
- 9.62 Overall, the LVA notes that the rural, open and sloping nature of the site would be eroded. While this harm is acknowledged in the LVA, that report also comments on the localised nature of the effects and the proximity of the site to existing built development, and on this basis, the adverse impacts are reduced down to moderate/minor. Officers agree that the proposed development would detract from the rural, open and sloping appearance of the site, which is considered to form part of the landscape character of the setting. However, in addition to this, it is considered that development would partly encroach onto an elevated and open plateau, with the village extended beyond and above the valley slopes. This represents further harm to the features of the landscape, and therefore officers consider that the overall adverse landscape impacts should be elevated to moderate, rather than the moderate/minor impacts, suggested in the LVA.
- 9.63 In terms of the visual impacts, officers note that the site is situated at an elevated position within the landscape, and as such is visible in various views. The submitted LVA has considered the visibility of the development from 13 viewpoints in the locality, and therefore this report forms a comprehensive review of the visual impacts of the proposals. A local resident has suggested that additional views should



be included, however in officer's opinion, the consideration of 13 viewpoints is sufficient to enable a robust assessment of the wider visual impacts of the development. From 8 of the identified viewpoints the LVA identifies moderate adverse visual impacts, while one major adverse visual impact is also noted, from adjacent properties on the Cala Development. While this major adverse visual impact is noted, it relates to a private view, which covers a lower level of significance in contrast to public viewpoints from more sensitive areas. However, of particular note, are viewpoints 3, 7 and 13, which reflect protected views PV1, PV3 and PV4 from SNP Policy SP3. The LVA identifies that there would be moderate adverse visual impacts on all these views. The Landscape Officer has reviewed the LVA and generally concurs with these findings.

- 9.64 The following conclusions form the officer's planning judgement on the visual impacts of the development taking into account the conclusions of the LVA, the advice from the Landscape Officer and observations from various site visits.
- 9.65 In terms of viewpoint 3 (PV3), which is taken southwards, at a medium range distance (in LVA terms), from an area to the north of Puckeridge, officers consider the elevated level of the site, in relation to Poor's Land to the north, would result in the proposed estate being visible in this view. However, the presence of built development in this view, taken together with the existence of screening from hedging along the northern site boundary, means the proposed houses would not overly dominate the landscape within this vista and they would nestle into the backdrop. As such, although the development would be perceived as built form within the wider landscape, at a medium range distance, the adverse visual impacts on viewpoint 3 (PV3) would, in officer's view, be moderate.
- 9.66 Viewpoint 13 (PV1) is taken south-east from Mentley Lane West, at a medium range distance (in LVA terms). The raised level of the site means that the proposed houses would sit above the Cala Development and would be more prominent within this view than in other selected viewpoints. Therefore, it is considered that the adverse visual impacts on viewpoint 13 (PV1) would be major/moderate. Officers do note that the site is only within the periphery of the SNP view PV4, which is roughly reflective of viewpoint 7. Given this peripheral location, it is considered that moderate/minor adverse visual impacts would occur to this view.

- 9.67 Viewpoint 9 is also of relevance, as it reflects PV2 from SNP Policy SP3. The LVA suggests that there would be no change to this view. Whilst this noted, officers are not clear whether this conclusion is based on an assessment of the correct view, as the photo accompanying the LVA simply shows this view as one of a kerbside hedgerow. Whereas, the SNP supporting information presents this view as a long distance vista taken north-eastwards from a position near St Edmunds College. Officers consider that the proposed development would be partially visible at the view from near St Edmunds College. However, the proposed houses would be viewed from a longer and more distant range. This distance, together with the intervening landscapes and the existence of screening from vegetation along the A120 means that the development would not be overly dominant or significantly harmful to receptors when at this viewpoint. As such, it is considered that moderate adverse visual impacts would result to viewpoint 9 (PV2).
- 9.68 The LVA and the above paragraphs have acknowledged that the proposed development would be visible in several views, including those identified in the SNP. In officer's opinion, there would be major/moderate adverse visual impacts on one of the SNP views (PV1), while moderate or moderate/minor adverse visual impacts would affect the other three relevant SNP views (PV2, PV3 and PV4). In regard to the other nine views considered in the LVA, impacts would generally range between no change and moderate adverse visual impacts. Officers largely agree with these assessments. Whilst it is noted that one of the SNP views would be eroded by major/moderate adverse visual impacts, ten of the other twelve views tested would, at worst, be affected by moderate adverse visual impacts. Therefore, it is considered, on balance, that the scheme would, overall, result in moderate adverse visual impacts.
- 9.69 In summary, the proposed development would detract from landscape character, with the arable nature, openness and sloping landform of the site lost or eroded. In addition, the proposed development would encroach across the elevated and open plateau, adjacent to the village of Standon and Puckeridge. Given these observations, it is considered that moderate adverse landscape impacts would result from the development. In addition, the proposal would be visible in several countryside vistas, including views identified in the SNP. While this is acknowledged, the majority of receptors at the views assessed would, at worst, be affected by moderate adverse visual impacts. Therefore, it is considered that, overall, moderate adverse visual impacts would arise from the proposals. The adverse landscape and visual impacts,

resulting from the development means that the scheme would fail to conserve, enhance or strengthen the character and distinctive features of the district's landscape which would be contrary to DP Policy DES2 and SNP Policy SP3. However, given that the adverse landscape and visual impacts would not be classified as major, it is considered appropriate to assign moderate negative weight to this harm in the final planning balance.

### **Impact on Heritage Assets**

- 9.70 DP Policy HA1 outlines that proposals should preserve, and where appropriate, enhance the historic environment of East Herts. Similarly, DP Policy HA4 notes that developments adjacent to CAs will be permitted, provided they preserve or enhance the special interest, character and appearance of the area, taking into account: building lines, layouts, materials, scale, proportions, form, height, design and overall character. SNP Policy SP4 sets out that the setting of designated heritage assets should be conserved in a manner appropriate to their significance. These policies reflect the requirements of the Planning (Listed Buildings and Conservation Areas) Act (1990).
- 9.71 Officers note that the Puckeridge CA is approximately 180 metres north-west of the site. Due to this separation distance and intervening built form and landscape features, it is not considered that the proposed development would result in any direct impacts on this CA. It is acknowledged that that elevated position of the site means that the development would be evident in some views from the CA. However, such views are not considered to be of any great significance to the character, appearance or setting of the CA. Therefore, officers consider that the proposals would result in a neutral impact on the character, appearance and setting of the CA, with the special interest and historic significance of this heritage asset preserved. Consequently, the scheme would not be in conflict with DP Policies HA1 or HA4, nor SNP Policy SP4.
- 9.72 The Standon CA is located roughly 450 metres to the east of the site. This distance, taken together with the lack of visibility of the site from this CA, means that the development would result in a neutral impact on the character, appearance and setting of this heritage asset. The special interest and historic significance of this CA would be preserved, meaning that the scheme would not be contrary to DP Policies HA1 or HA4, nor SNP Policy SP4. The Conservation Officer has not indicated that the significance of any nearby heritage assets, including the

setting of any CAs or Listed Buildings would be harmed. Therefore, it is not necessary to consider the public benefits test set out in the NPPF, given the proposals do not amount to any harm in heritage terms. Officers have duly considered in the above paragraphs how special regard has been given to the need to preserve the various heritage assets, in accordance with the statutory duty set out in the Sections 16, 66 and 72 of Planning (Listed Buildings and Conservation Areas) Act (1990).

- 9.73 DP Policy HA3 outlines that where development is permitted on sites containing archaeological remains, planning permission will be subject to conditions requiring appropriate investigation and recording. In this instance, the site is partly within an Area of Archaeological Significance and HCC Historic Environment Unit notes that previous investigations on the site from 2016 identified archaeological activity dating from the late Bronze Age/early Iron Age and late Iron Age/early Roman periods. In light of this, HCC Historic Environment Unit considers that the development should be viewed as likely to impact on heritage assets of archaeological interest. Therefore, this consultee recommends a condition securing a programme of archaeological work. This condition forms part of this recommendation, in line with DP Policy HA3, and would ensure that appropriate provision is made to secure any archaeological remains.

### **Neighbour Amenity**

- 9.74 DP Policy DES4 notes that development should avoid significant detrimental impacts on the amenity of occupiers of neighbouring properties and land, and ensure that their environments are not harmed by noise and disturbance, or by inadequate daylight, privacy or overshadowing. DP Policy EQ2 outlines that proposals should be designed and operated in a way that minimises the direct and cumulative impact of noise on the surrounding environment.
- 9.75 The outline form of this application means that the layout, appearance and scale of the proposed development has not been set. As such, it is not currently possible to fully assess potential impacts on neighbouring properties. This matter would be revisited at reserved matters stage.
- 9.76 While the above is acknowledged, this application is accompanied by an Illustrative Masterplan, which sets out how the site could be developed. As already explained, this Illustrative Masterplan indicates that the proposed houses would be located on the eastern side of the site.

Therefore, a number of proposed dwellings would back onto existing properties to the east on Aston Road, Plashes Close and Hammarsfield Close. Whilst this is noted, the Illustrative Masterplan demonstrates that sufficient separation distance could be provided between the new houses and these neighbours, so to avoid material overbearing impacts, visual obtrusiveness, losses of light, overshadowing, restriction of outlook or overlooking to windows. The indicative layout would be likely to result in some views being possible from the new houses across the garden areas of properties on Aston Road, Plashes Close and Hammarsfield Close. However, views over garden spaces are commonplace, and are generally accepted, in residential settings. As such, it is not considered that an undue invasion of the privacy of these neighbours would arise.

- 9.77 To the west of the site are properties on the Cala Development at Barleymead Way and Wheatfield Gardens. The position of the proposed houses on the eastern side of the site means that there would be significant separation distances between the new dwellings and these neighbours. Due to this, the amenity and living conditions of these neighbouring properties would not be compromised.
- 9.78 Several comments have been received from local residents raising concern that the proposed development would harm views from adjacent properties. While these comments are noted, it is well established that loss of a private view is not a material consideration for a planning application. As such, there is no basis to raise concerns with the proposals on these grounds. In addition, some comments have questioned whether the development would result in security risks for nearby properties and elevated levels of crime. It is also noted that the Hertfordshire Constabulary Crime Prevention Advisor has raised concern regarding the lack of passive surveillance across the parking areas shown in the south-eastern corner of the Illustrative Masterplan. These comments are all noted, however, subject to the scheme being appropriately designed and laid out at reserved matters stage, officers do not deem that material security risks or elevated levels of crime would arise. Furthermore, the Illustrative Masterplan is not for approval and neither the layout, nor the appearance of the development has been set at this outline stage. At reserved matters stage, officers could ensure that the development is designed to reduce opportunities for crime, with ample opportunities for passive surveillance provided. This would address the comments of Hertfordshire Constabulary Crime Prevention Advisor and ensure compliance with DP Policy DES5.

- 9.79 Comments have been received questioning whether the proposed development would result in noise and nuisance for nearby properties. A housing development, by its very nature, is not a noise generating use, and therefore, from this perspective, it is not considered that the living conditions of neighbours would be compromised by noise.
- 9.80 Officers do note that the Sustainability and Energy Statement submitted with this application sets out an intention to install air source heat pumps (ASHPs) for the new houses. This technology can, at times, generate noise. While this is noted, the Illustrative Masterplan indicates that there would be sufficient distance between the new houses and neighbours, so to avoid any likely adverse noise impacts from this renewable technology. Regardless of this, a condition forms part of this recommendation seeking details of the ASHPs, so to ensure that this technology is sited appropriately, and a suitable model is utilised, in the interests of limiting any noise generation.
- 9.81 Various local residents have raised concern about disruption during the construction phase, particularly in relation to construction vehicles, noise and dust generation. While these concerns are acknowledged, officers note that the Environmental Health Officer has recommended a condition securing a Construction Management Plan (CMP). Through this condition, officers could ensure that appropriate measures are put in place to limit disruption to local residents during the construction phase. Therefore, this condition forms part of this recommendation.
- 9.82 Overall, officers consider that this proposed development can be accommodated on the site, without resulting in material adverse impacts on neighbouring properties and local residents. As such, the proposed scheme would not be contrary to DP Policies DES4 or EQ2.

## **Access, Highways and Transport**

### Trip Generation and Junction Capacities

- 9.83 DP Policy TRA1 aims to promote developments that are accessible and conducive to travel by sustainable transport modes. DP Policy TRA2 notes that proposals should not result in a severe residual cumulative impact. Similarly, Paragraph 116 of the NPPF explains that developments should not be prevented on highways grounds, unless the residual cumulative impacts on the road network would be severe.
- 9.84 This application is supported by a Transport Assessment (TA), which includes a trip generation calculation. Officers note that these trip

generation calculations are based on a scheme of 95 dwellings, and therefore are likely to slightly overestimate the number of trips created, when compared with this current proposal, which is for up to 91 dwellings. Regardless of this, the Highway Authority has not raised any concern with the trip generation calculations, which are considered to be suitable to inform assessment of the impact of the development on the local highway network.

- 9.85 The trip generation calculations within the TA estimate that the proposed development would result in 95 two-way journeys at the AM peak (8:00 – 9:00), with 44 of these being vehicular trips. Furthermore, at the evening PM peak (17:00 – 18:00), it is estimated that 80 two-way trips would be generated and 45 of these would be vehicular journeys. The Highway Authority have reviewed these trip forecasts and have not objected, on the basis that this level of trips would result in excessive traffic or congestion on the wider highway network. Given the comments of the Highway Authority, officers do not consider that the development would generate such a level of trips to result in a severe impact on the wider highway network, in terms of flow of traffic. As such, from this perspective, the proposals would not be contrary to DP Policy TRA2, nor Section 9 of the NPPF.
- 9.86 In addition to the above, the TA includes capacity assessments of key junctions within the vicinity, which take into account the impact of the proposed development. Four junctions have been assessed (A120/Standon Hill, Cambridge Road/Standon Hill, A120/Cambridge Road and A10/A120). The Highway Authority have reviewed the TA and have not raised concern with the scope of these assessments. Therefore, it is considered that the key junctions in the locality have been assessed. The assessments are based on a ratio of flow to capacity calculation (RFC). The Highway Authority explains that where the RFC is at 1, this is an indication of a junction being at capacity, and where the RFC is above 0.85 this suggests that a junction is close to capacity.
- 9.87 In this current case, three of the key junctions (Cambridge Road/Standon Hill, A120/Cambridge Road and A120/A10) would have an RFC of well below 0.85, following completion of the development. As such, the proposals would not result in these junctions being at capacity.
- 9.88 Officers note that numerous local residents and Standon Parish Council have raised concern with the capacity of the junction of Barleymead

Way/Standon Hill/A120. It is acknowledged that queuing occurs at this junction at peak times, while vehicles wait to exit Barleymead Way/Standon Hill onto the A120. However, officers are conscious that DP Policy TRA2 and Paragraph 116 of the NPPF outlines that development should only be refused on highway grounds, where the impacts would be 'severe'.

- 9.89 The TA has assessed the capacity of the junction of Standon Hill/A120 and indicates that the RFC would, in a worst case scenario, be 0.79. Therefore, this assessment indicates that the junction would not be at capacity, following completion of the development. The Highway Authority have reviewed this assessment and have not challenged the conclusions. Given this position from the Highway Authority, it is not considered that this junction would be at capacity, as a result of the traffic flows created by the proposed development. On this basis, officers do not consider that the proposals would result in a 'severe' impact on this junction, and as such scheme would not be contrary to DP Policy TRA2, nor Section 9 of the NPPF. Noting the advice from the Highway Authority, it is not considered that the third reason for refusal of the previous application (reference: 3/15/2081/OUT) would stand up at appeal, if the proposal were refused on the grounds of highway safety concerns or capacity of local junctions.
- 9.90 Objections have been received from various local residents, as well as Standon Parish Council, raising concerns regarding increased traffic on roads in the vicinity. These comments have already been addressed in the previous paragraphs. Whilst this is noted, numerous comments have specifically questioned the capacity of Barleymead Way to accommodate additional vehicular movements, given that it has been designed as a residential street. Officers acknowledge these concerns, however the level of vehicular trips generated by the development would not, having regard to the advice from the Highway Authority, be at such a level to result in a 'severe' impact, in terms of traffic or congestion on Barleymead Way.
- 9.91 A comment has also queried whether traffic movements from a proposed supermarket nearby to the site should have been factored into the TA's considerations. It is assumed that this comment is referring to proposals under reference: 3/23/2210/FUL. This application is yet to be determined, and as such it would be inappropriate for traffic associated with that application to be considered.



- 9.92 Officers note that some objections have suggested that the TA and the data utilised within the report is flawed or out of date. While these comments are noted, the Highway Authority has not raised any concerns with the information within the TA.

#### Vehicular Access/Egress Arrangements

- 9.93 DP Policy TRA2 notes that developments should ensure safe and suitable access can be achieved for all users. This policy and Paragraph 116 of the NPPF outline that proposals should be acceptable in highways safety terms.
- 9.94 In terms of vehicular access arrangements to the site, vehicles would exit the A120 onto Cambridge Road, before moving eastwards onto Old Standon Hill, and then Barleymead Way. From this point, vehicles would travel in a north-easterly direction along Barleymead Way to reach the site. Barleymead Way is then proposed to be extended at its north-eastern end, with the existing turning head removed and the access road continued to the east/south-east. This extended road would provide access to the proposed houses.
- 9.95 The Highway Authority have reviewed these access arrangements and have not raised concern that the movement of vehicles through these junctions and roads would result in any adverse highway safety implications. Given this, it is considered that these general access arrangements are acceptable. It is noted that at the north-eastern end of Barleymead Way the land levels rise up notably. Therefore, the initial stretch of the extended access road would be provided on a gradient of 1:12. The Highway Authority has acknowledged this and has confirmed that this is satisfactory in this instance, however this consultee does note that this is the absolute maximum gradient for an access road. Regardless of this, on the basis of the Highway Authority's comments, officers are of the opinion that this arrangement at the north-eastern end of Barleymead Way is acceptable in highway safety terms.
- 9.96 On the main part of the site, it is proposed to provide the primary access route as a 5.5 metre wide carriageway, with footways on both sides. This road layout would accord with the Highway Authority's guidance and standards, and as such would appropriately enable the movement of vehicles within the site. The outline form of this application means that the layout of the housing development has not yet been set. Therefore, the positioning and location of the internal access roads could change at reserved matters stage. Notwithstanding this, the Illustrative Masterplan demonstrates that suitable internal

circulation routes could be created on the site, which would allow satisfactory manoeuvring of vehicles.

- 9.97 Officers acknowledge that the Council's Waste Services Team have raised concern regarding the lack of details relating to waste collections. While these comments are noted, the outline form of this application means that the internal layout of the site has not yet been finalised. Therefore, the arrangements for waste collections within the site have not been set. The application is accompanied by tracking drawings that suitably demonstrate that refuse vehicles could safely manoeuvre into the site and along the extended access road. This is adequate for the purposes of this outline application. At reserved matters stage, the applicant would have to provide further information on the routes within the site for refuse vehicles.
- 9.98 It is also proposed to create an emergency vehicular access in the south-eastern corner of the site. There is currently a field access at this part of the site, which is understood to be utilised by agricultural vehicles. This scheme proposes to upgrade this current access to a 3.7 metre wide emergency vehicular access road. Bollards would be installed across the access road, so to ensure that it is only used as an emergency access and not as an additional access for general traffic, or as a through route. The Highway Authority have reviewed this arrangement and are content that the provision of this emergency access would not result in any adverse highway safety implications. Noting the Highway Authority's comments, and given the infrequent use of this access, officers do not consider that the creation of this emergency access would compromise highway safety. While this is acknowledged, a condition is recommended to secure final details of the emergency access, so to ensure this this access is constructed to the specification of the Highway Authority.
- 9.99 Comments have been received from local residents questioning the level of visibility from the emergency access. While this concern is noted, the Highway Authority has not raised concern with the safety of this emergency access. On this basis, it is considered that adequate visibility would be available from the access and this can be secured through the condition noted above. An objection from a local resident has also queried the need for an emergency access. Officers note this comment, however it is deemed necessary to provide this access, so to ensure that emergency vehicles could access the site, in the event of the main route being blocked.

- 9.100 In regard to the egress arrangements from the site, it is proposed for vehicles to leave the housing development onto Barleymead Way, before travelling south-westwards to reach the junction of Old Standon Hill/A120. Vehicles would then exit onto the A120 using this junction. This section of the A120 has a 50mph speed limit.
- 9.101 Officers note that numerous objections have been received from local residents raising highway safety concerns with the junction of Old Standon Hill/A120. The Highway Authority has assessed the safety credentials of this junction and this statutory consultee considers that suitable visibility splays are available for a junction on a 50mph road. In addition, the Highway Authority has reviewed the accident history of this junction and notes that there has been just one accident in recent times, which was identified as 'slight'. The availability of appropriate visibility, coupled with the absence of a notable number of accidents, means that the Highway Authority have not objected to the proposals, on the basis of this junction being unsafe.
- 9.102 Various local residents have indicated that a more significant number of accidents have occurred at this junction, than stated by the Highway Authority. Whilst these comments are noted, officers have no reason to question the validity of the Highway Authority's data. Furthermore, numerous objections have suggested that traffic lights are required at this junction, while some residents have requested a reduction in the speed limit of the A120. Again, these points are acknowledged, however the Highway Authority has not outlined that either of these measures are required to enable this junction to safely accommodate vehicular flows associated with the proposed development.
- 9.103 Other objections have been received from local residents suggesting that a new vehicular access further down the A120, or onto the A10, needs to be explored. These comments are acknowledged, however such proposals are not before officers for consideration. The assessment of this current application must be made on the basis of the submitted scheme. One comment has also questioned whether a further vehicle access is proposed to the west of the site, adjacent to Dawkins Close/Cambridge Road and the Puckeridge Tributary. It is assumed that this query has arisen, as the red line site boundary for this application encompasses a strip of land along the northern side of the Cala Development, which runs close to the Puckeridge Tributary. This land is included within the red line site boundary, as it covers the land required to facilitate the foul water drainage arrangements. A new vehicular access is not proposed in this location.

9.104 Overall, the arrangements for access into the site, and egress from the site, are deemed acceptable, as confirmed by the Highway Authority. Further details of the internal roads and turning areas would be secured at reserved matters stage. This outline application would not compromise highway safety and suitable access arrangements would be provided for all vehicles that would enter the site. As such, the proposed development would not be contrary to DP Policy TRA2 or Section 9 of the NPPF.

#### Sustainable and Active Travel Modes

9.105 DP Policy TRA1 notes that site layouts should prioritise the movements of modes of transport other than the car. This policy requires developments to ensure that a range of sustainable transport options are available to occupants or users, which may involve improvements to pedestrian links, cycle paths, or passenger transport networks.

9.106 As already discussed in an earlier section of this report, the Illustrative Masterplan indicates that a series of pedestrian/cycle routes could be supplied on the western side of the site. These routes would connect to the wider footway/cycleway in the locality at two points on the southern site boundary, as illustrated on the Parameter Plan and Illustrative Masterplan. One of these connections would be provided in the south-western corner of the site, whilst the second would be delivered to the south-east, adjacent to the emergency vehicular access. In order to provide these connections, openings would be created in the existing hedgerow along the southern site boundary, with vegetation also trimmed back for visibility splays. Officers support the provision of these connections, which should encourage the new residents to walk or cycle westwards/northwards towards Puckeridge and eastwards into Standon. A condition is recommended securing final details of these connections, so to ensure that they are constructed to the specification of the Highway Authority.

9.107 Beyond the southern site boundary, there is currently a pathway on the northern side of the A120, which runs eastwards into Standon and connects to Barleymead Way at its western end. The applicant has been in discussions with the Highway Authority regarding possible improvements to this route, in the interests of promoting active travel. Following these negotiations, amended plans have been submitted that show proposals to upgrade and extend this pathway to a 3 metre wide shared footway/cycleway. The existing stretch of pathway directly to the south of the site would be enlarged to a 3 metre wide surface and

this would require removal of some hedging along the southern site boundary. To the east of this, it is proposed to extend the shared footway/cycleway to the junction of the A120/South Road. The shared footway/cycleway would then divert northwards along South Road, before terminating at the junction of South Road/Southfields.

- 9.108 Officers consider this proposed shared footway/cycleway to be a significant enhancement to the walking and cycling environments within the vicinity. This route would terminate close to Ralph Sadler Middle School, Roger De Clare First School, the Doctors surgery, the community centre and the playing field, and therefore would encourage the residents to walk or cycle to these key services and facilities, which is supported. In addition, officers consider that this extended and upgraded route would not only be utilised by new residents on the proposed development, but would also be used by existing residents in the locality, particularly those residing on Cambridge Road or the Cala Development. Therefore, the provision of this new active travel route would have wider public benefits. Given the clear wider benefit of this extended and upgraded route, officers consider that this element of the scheme should attract positive weight in the overall planning balance.
- 9.109 Officers note that various local residents have raised concern that the upgraded shared footway/cycleway, alongside the A120 would be unsafe. In addition, Standon Parish Council have provided detailed objections, which question the safety credentials of this active travel route. While these comments are acknowledged, officers note that the shared footway/cycleway has been subject to a Road Safety Audit, which has been reviewed by the Highway Authority's safety team. The Highway Authority have confirmed that all concerns identified within the Road Safety Audit have been adequately addressed by the applicant and the new route is therefore compliant with national guidance for cycleway construction. Given this, officers consider that the provision of this upgraded and extended active travel route would not result in adverse highway safety implications. Nonetheless, a condition is included as part of this recommendation to secure final details of this shared footway/cycleway to ensure it is constructed to the Highway Authority's specification.
- 9.110 Standon Parish Council have also questioned whether this shared footway/cycleway would be genuinely used. These comments are noted, however officers consider that the shared footway/cycleway is a necessary piece of infrastructure, in order to encourage active modes of travel from the site. Subject to the footway/cycleway being constructed

in accordance with the Highway Authority's guidance, it is considered that it would be a useable and safe route to key services and facilities. Therefore, officers consider that the route would be used by existing and new residents. The Parish Council have also indicated that the new route would not be a good use of public funds. This comment is noted, however it is not relevant in this instance, as the new route would be funded by the applicant.

- 9.111 Additional comments from local residents have raised concern regarding the provision of a cycle lane on Southfields, as well as the potential loss of driveways and noise from use of this new route. Officers would note that it is not proposed to extend the shared footway/cycleway onto Southfields, and therefore the suitability of this road to accommodate this new route is not relevant. In addition, the shared footway/cycleway would not be constructed on a route that would result in the loss of, or obstruction of, any driveways. It is also not considered that the use of the shared footway/cycleway would generate excessive noise.
- 9.112 The applicant has also committed to implement other highway works in the locality, including improvements to footways on Cambridge Road to the west of the site, so to enhance the walking environments along this route. Officers support these works, in the interests of improving the walking routes to St Thomas of Canterbury Primary School and the Puckeridge High Street. Further details of these works would be secured via condition.
- 9.113 A comment has been received from a local resident questioning the lack of crossing points on the A120 and raising safety concerns with crossing this route to reach bus stops. This comment is noted, however there is a crossing point to the west of the site on the A120, which incorporates a large central island and has good visibility along the road. As such, this appears to be a safe crossing point to access the bus stop to the west. In addition, to the east of the site, within Standon, the speed limits are lower and there are available crossing points. Therefore, there do not appear to be any major issues with accessing bus stops that are to the east.
- 9.114 In addition to the agreed package of highway works, the applicant has committed to a financial contribution towards sustainable transport initiatives in the area. The Highway Authority have indicated that this contribution would go towards the Local Cycling and Walking Infrastructure Plan, with improvements proposed to pedestrian and

cycle routes on Cambridge Road, High Street and Station Road. This is supported by officers, in the interests of enhancing walking and cycling environments within the locality and encouraging these sustainable modes. Furthermore, the applicant has agreed a bus service contribution of £250,000, which would go towards enhancing the 331 bus service (potentially increasing frequency at weekends or other improvements to be agreed by HCC and the bus operators), which is accessible from bus stops within 300 metres of the site. Improvements to this bus service are supported by officers, as they would encourage new residents to travel via public transport. Moreover, this improved bus service could be utilised by the wider community, and as such this is a public benefit of the scheme that should be assigned positive weight in the final planning balance.

- 9.115 In summary, the proposed development would appropriately encourage sustainable modes of transport through providing connections between the site and the wider footway/cycleway network. Furthermore, the scheme would deliver a shared footway/cycleway and other highway improvements works that would encourage walking and cycling as sustainable modes of transport. The proposals would also make financial contributions towards improved pedestrian and cycle routes in the area, as well as enhanced bus services. As such, officers consider that the scheme would suitably promote sustainable modes, in accordance with DP Policy TRA1.

#### Car and Cycle Parking

- 9.116 DP Policy TRA3 outlines that vehicle parking should be assessed on a site-specific basis, taking into account the Supplementary Planning Document (SPD) 'Vehicle Parking Provision at New Development'. This SPD contains the Council's parking standards. SNP Policy 17 requires all residential development to provide adequate off-street parking, in line with the standards of the Neighbourhood Plan. DP Policy TRA3 also expects developments to supply secure, covered and waterproof cycle storage facilities. DP Policy DES4 encourages the provision of electric vehicle charging points.
- 9.117 The outline form of this application means that the car parking layouts have not yet been finalised. Nonetheless, the Illustrative Masterplan demonstrates that all the proposed houses could be provided with either a driveway or a garage, or in some instances both. In addition, communal parking areas could be created for flats. Officers consider that the Illustrative Masterplan suitably proves that sufficient on-site parking can be supplied to meet the standards of the SNP and the

Council's SPD, as required by DP Policy TRA3 and SNP Policy 17. The detailed parking layouts would be secured at reserved matters stage.

- 9.118 Similar to the above, the details of the cycle parking provision have not yet been supplied, as this application is in outline form. Notwithstanding this, the TA confirms that at reserved matters stage the applicant would seek to deliver cycle parking for each home, on the basis of one cycle parking space per bedroom. Officers support this provision, which would encourage cycling as a sustainable mode of transport, in line with DP Policies TRA1 and TRA3. The details of the cycle parking provision would be finalised at reserved matters. The TA has also outlined that one charging point would be provided for each new dwelling. This is appropriate, in the interests of encouraging use of electric vehicles. The provision of these charging points would be secured via condition, in accordance with DP Policy DES4.

### Construction Phase

- 9.119 Numerous local residents have raised concern regarding the potential for disruption during the construction phase of the development, with a significant number of objections questioning the capacity of Barleymead Way to accommodate construction vehicle movements and parking. Comments have also queried whether construction vehicles would deposit mud onto the carriageway of Barleymead Way. These concerns are acknowledged and it is accepted that construction vehicles would have to travel down Barleymead Way to reach the site. While this is noted, through the imposition of a condition requiring submission of a Construction Traffic Management Plan (CTMP) officers can ensure that construction vehicles use Barleymead Way at appropriate times and that they do not park on this street. In addition, measures for wheel washing can be secured through this condition. Therefore, officers can ensure that disruption for local residents is minimised during construction phase and that highway safety is not compromised through securing this CTMP via condition.
- 9.120 It is noted that some residents have raised concern regarding possible damage to the surface of Barleymead Way during the construction phase. These comments are acknowledged, however this is a private matter to resolve between the owner of Barleymead Way and the applicant.

### **Trees, Biodiversity and Ecology**



### Arboricultural Impacts

- 9.121 DP Policy DES3 notes that proposals should demonstrate how they will retain, protect and enhance existing landscape features, which are of amenity and biodiversity value. DP Policy NE3 explains that development, which would result in the loss of, or significant damage to, trees or hedges will be resisted. Where losses are unavoidable and justified by other material considerations, compensatory planting or habitat creation will be sought, in line with DP Policy DES3. SNP Policy SP6 identifies certain hedgerows that should be protected from development.
- 9.122 The central parts of the site are currently open, with no mature trees present. There are some individual trees along, and close to, the site boundaries, however the Arboricultural Implications Report (AIA) and Tree Protection Plan demonstrate that the proposed built development can be positioned to be outside the root protection areas of these landscape features. As such, individual trees would be protected and retained through the development, in accordance with DP Policies DES3 and NE3.
- 9.123 There are groups of trees/hedgerows along the northern, eastern and southern site boundaries, referenced as G1 (northern), G2 (eastern) and G4 (southern) within the AIA. These hedgerows are all specifically identified at SNP Policy SP6, as landscape features to be protected from development. Both G1 and G2 would be largely retained through this scheme, and therefore from this perspective, the proposals would not be contrary to DP Policies DES3 or NE3, nor SNP Policy SP6.
- 9.124 While the above is noted, it is proposed to remove a roughly 40 metre stretch of G4 in the south-eastern corner of the site, in order to provide adequate visibility for the emergency vehicular access and cycle connection. In addition, the widening of the pathway on the northern side of the A120, so to create a shared footway/cycleway, would result in a necessity to remove a section of G4 towards the south-western corner of the site. The removal of portions of G4 (hedgerow H9 in the SNP) means that there would be some conflict with DP Policies DES3 and NE3, as well as SNP Policy SP6 and this is a negative aspect of the scheme. However, officers note that the proposals would not result in G4 being felled in its entirety, as a large part of this hedgerow along the central part of the southern site boundary would be retained. Given this, it is considered that the partial removal of G4 should only be

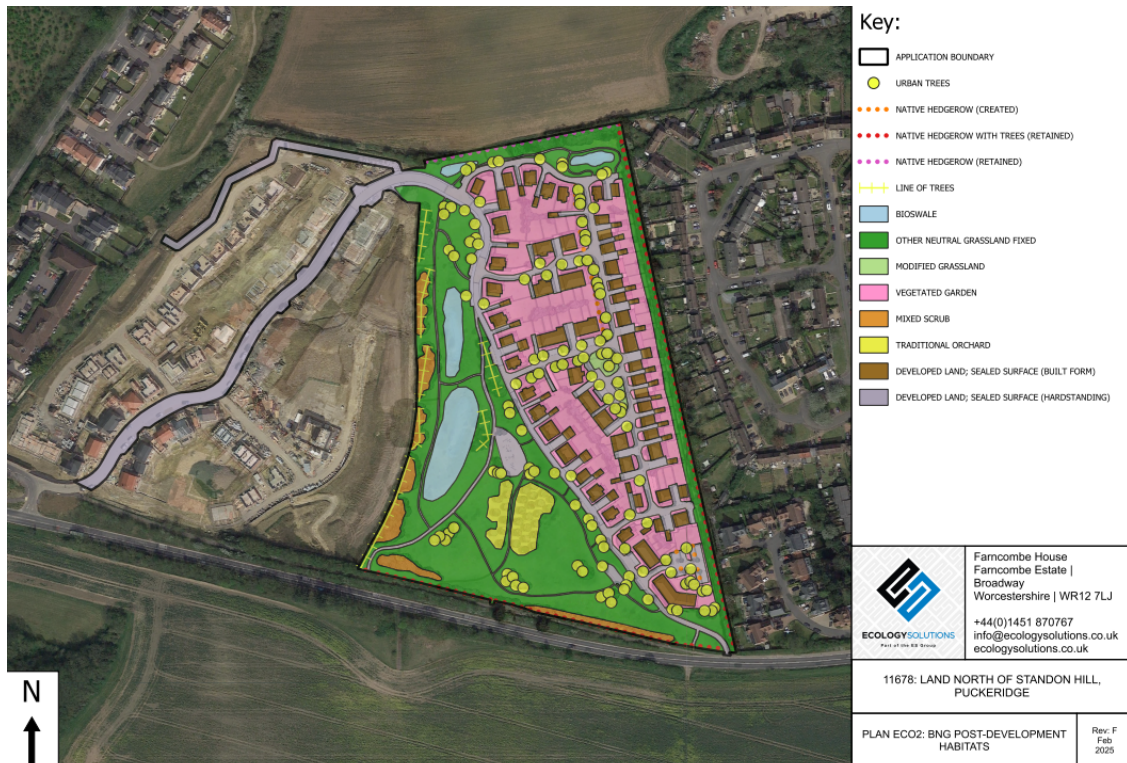
assigned limited negative weight in the overall planning balance. The retention of the remaining part of G4 can be secured via condition.

- 9.125 A comment has been received from a local resident questioning the maintenance responsibility for G2, given that it borders properties on Plashes Close and Aston Road. This concern is noted, however the maintenance arrangements for this boundary hedge is a private matter between future occupiers of the development and respective neighbours to the east. Notwithstanding this, officers see no reason why suitable maintenance of this hedge would not be possible.

#### Biodiversity Net Gain

- 9.126 A net gain in biodiversity should be achieved on site, in accordance with DP Policies NE2 and NE3. In addition, the Environment Act (2021) introduces a statutory requirement for all development (with some exemptions) to deliver at least a 10% biodiversity net gain (BNG).
- 9.127 The existing site largely consists of cropland and hard surfacing, with small areas of grassland and hedgerows around the site boundary. As such, the majority of the site does not contain high value habitat. It is acknowledged that this application does propose the addition of buildings and further hardstanding onto the land, which would not enhance biodiversity. However, the scheme also includes the creation of a large green space on the western side of the development, which could incorporate grassland, an orchard, areas of scrub and SUDs features. Furthermore, the proposed habitat plan, as shown below, sets out an intention to plant numerous trees on the site. The Biodiversity Metric provided with this application indicates that these enhancements would result in a 69.35% BNG in habitat units on site. In addition, the Metric suggests that a 64.10% BNG in linear features could be delivered, through new planting and enhancements of existing hedgerows.

9.128



The metric and the associated Biodiversity Net Gain Assessment report have been reviewed by Hertfordshire Ecology and this consultee has not questioned the findings. Therefore, officers are confident that mandatory BNG can be achieved on the site. However, the exact BNG would be determined at reserved matters stage and through consideration of the statutory BNG condition. Nonetheless, it is considered likely that a BNG, significantly above the mandatory 10%, would be delivered and this is supported by DP Policies NE2 and NE3. The provision of a substantial BNG on the site is a positive element of the scheme that should attract moderate positive weight in the overall planning balance. A condition is recommended requiring the reserved matters submissions to reflect the BNG provision, as presented in this outline scheme.

9.129 It is noted that the scheme includes a large area of habitat of medium distinctiveness. Given this, Hertfordshire Ecology considers that the on-site enhancements should be viewed as 'significant' and should be secured for at least 30 years. Furthermore, this consultee advises that the approach to creating, enhancing and managing the habitats on site should be set out within a Habitat Management and Maintenance Plan (HMMP). Officers deem it appropriate to secure the HMMP and the general management of the habitats for 30 years via the Section 106 Legal Agreement. As such, these requirements are included within the recommended Heads of Terms.

9.130 Officers note that a local resident has raised concern that land in the northern-eastern corner of the Cala Development, which was designated for wildflower planting, would be lost through the proposed extension of the road. It is acknowledged that land towards this part of the Cala Development was identified for planting through references: 3/17/1055/OUT and 3/18/1818/REM. This area of land would be lost through the current proposals. However, the scheme now being considered would appropriately compensate for any losses with the biodiversity enhancements proposed on site.

#### Protected Species and Wildlife Enhancements

9.131 DP Policy NE3 and SNP Policy SP6 note that protected species should not be adversely impacted by development. In addition, DP Policy NE3 requires the provision of integrated bird and bat boxes in new developments.

9.132 This application is supported by an Ecological Assessment (EA), which considers the possible presence or absence of protected species on the site. A number of surveys have been undertaken, in order to determine whether any protected species occupy the land. Through these surveys, it was concluded that limited opportunities exist on the site for protected species such as badgers, reptiles, great crested newts, invertebrates, hedgehogs or dormice. Hertfordshire Ecology have reviewed the EA and do not dispute these findings.

9.133 The EA does outline that bats have been recorded in the area. Noting this, Hertfordshire Ecology have suggested a condition securing a sensitive external lighting scheme, in the interests of avoiding adverse impacts on this species. This condition forms part of this recommendation. In addition, boundary hedgerows on the site have been identified as being suitable for foraging/commuting bats and nesting birds. The scheme does include some hedgerow removal along the southern site boundary. Whilst this is noted, adoption of a precautionary approach to any clearance works would ensure that these protected species would not be harmed. Hertfordshire Ecology have recommended the inclusion of a condition securing a Construction Environmental Management Plan, and through this condition, it can be ensured that all works, including hedgerow clearance, are undertaken in a precautionary manner. Therefore, subject to this condition, officers consider that protected species would not be harmed, in line with DP Policy NE3 and SNP Policy SP6.

9.134 Some wildlife enhancements are suggested in the EA, including the installation of bat boxes, birds boxes and log piles. Hertfordshire Ecology have reviewed these proposals and consider that further information is required regarding the specific wildlife enhancements proposed on the site. As such, this consultee has recommended a condition requiring a Species Enhancement Plan. This condition forms part of this recommendation, in the interests of creating appropriate opportunities for wildlife on the site, in accordance with DP Policy NE3.

## **Flood Risk and Drainage**

### Flooding and Surface Water Drainage

9.135 DP Policy WAT1 notes that developments should not increase the likelihood or intensity of any form of flooding, both on site and to neighbouring land or further downstream. SNP Policy SP21 outlines that proposals that increase flood risk will not be permitted, while development should also be designed to prevent overloading of the tributaries of the River Rib. DP Policy WAT5, as well as SNP Policies SP14 and SP21, require developments to incorporate sustainable drainage systems and achieve greenfield run off rates. DP Policy WAT3 sets out that developments should preserve or enhance water environments, ensuring improved surface water quality and protection of groundwater.

9.136 The application site is situated fully within Flood Zone 1, and therefore is at low risk of flooding associated with fluvial sources. In addition, mapping from the Environment Agency indicates that the site is not located in an area that is at material risk from surface water flooding. Given these observations, and subject to appropriate drainage arrangements being provided through the development, officers do not consider that there would be undue flood risks on-site. While this is noted, it is acknowledged that various comments from local residents, as well as Standon Parish Council, have raised concerns regarding possible off-site flood risks.

9.137 A Flood Risk Assessment and Drainage Strategy (FRA) has been submitted with this application and this sets out the surface water drainage arrangements intended to be adopted on site. It is proposed for surface water to be directed via gravity into attenuation ponds, with ponds created within the open space on the western side of the development and also along the northern site boundary. These ponds would then feed into a surface water drainage connection on the adjacent Cala Development, before eventually discharging into the

Puckeridge Tributary, which is a watercourse to the west. The Drainage Strategy Plan for the development is shown in the following image, with the black arrows illustrating the surface water flows and the blue dotted lines showing the existing/proposed surface water sewers.



9.138

The LLFA have considered both the FRA and the Drainage Strategy Plan. This consultee initially objected to the scheme, requesting clarification on a number of points, including the capacity of existing drainage infrastructure and the feasibility of discharge into the Puckeridge Tributary. Following this, the applicant submitted a Flood Risk Assessment and Drainage Strategy – Addendum Report (FRA Addendum), which responded to the LLFA comments. This FRA Addendum explains that the design of the drainage at the Cala Development is capable of accommodating and accounting for the surface water drainage requirements arising from these current proposals. Calculations have been supplied within the FRA Addendum to support this position. The LLFA has reviewed the applicant's responses within the FRA Addendum and is now content that the existing drainage infrastructure on the Cala Development is able to accommodate the surface water flows created by this development. As such, the LLFA has removed this objection.

9.139 Comments from local residents and Standon Parish Council have questioned the suitability of discharging surface water into the Puckeridge Tributary. The LLFA also initially sought clarifications on this point. The applicant has confirmed within the FRA Addendum that the surface water flows arising from the Cala Development, together with those generated by this current scheme, would not exceed the surface

water flow restrictions into the Puckeridge Tributary agreed on the adjacent site, under reference: 3/17/1055/OUT. Noting this, and given that neither the LLFA, nor the Environment Agency, have raised concerns with discharges into the Puckeridge Tributary, officers do not consider that the surface water drainage proposals would result in increased potential for flooding of this watercourse.

- 9.140 Standon Parish Council have also suggested that the potential for contaminants to enter the Puckeridge Tributary, and eventually the River Rib, through surface water discharges has been downplayed. These comments are noted, however the FRA explains that surface water would be treated and filtered, as it infiltrates through permeable paving and when it flows into the attenuation ponds. Neither the LLFA, nor the Environment Agency, have disputed this approach, and as such officers are of the opinion that the development would not result in a harmful flow of contaminants into watercourses.
- 9.141 The LLFA initially sought further information regarding potential for groundwater flooding. Officers note the FRA identifies the site to be at low risk from groundwater flooding. In addition, the FRA Addendum explains that the topography of the site, with the levels dropping to the north, east and west, means that groundwater emergence would be unlikely. Notwithstanding this, in the unlikely event of any groundwater emerging on the site, it is understood that such flows would be managed through the surface water drainage strategy, as shown in the image on the previous pages. Therefore, it is considered that the proposed scheme would appropriately deal with any potential for groundwater flooding.
- 9.142 Various objections have been received on other flood risk grounds, with numerous local residents raising concern that flooding could increase on the Cala Development, given that this site is at a lower land level, where flooding is said to already occur. These comments are acknowledged, however, as previously noted, the submitted FRA and FRA Addendum have adequately demonstrated that all surface water flows arising from the proposed development can be managed through the existing/proposed drainage infrastructure. As such, it is not considered that the proposals would increase flood risk to the Cala Development. Residents have also questioned whether the attenuation ponds on the Cala Development can accommodate further surface water. This concern is noted, however it is not proposed for the site to drain into the attenuation ponds at the Cala Development.

- 9.143 Concern has also been raised by Standon Parish Council regarding the '10% urban creep' referred to in the FRA Addendum, with the Parish Council querying whether this relates to further land uptake for additional housing. This comment is noted, however, in this instance, 'urban creep' covers the loss of permeable surfacing following implementation of a development (e.g. through laying of patios in gardens). This 'urban creep' has been factored into the drainage strategy and the associated figures, presented in the FRA and FRA Addendum.
- 9.144 Overall, the location of the land within Flood Zone 1, taken together with the absence of surface water flood risk on the site, means that the proposed development itself would not be at undue risk from flooding. The FRA and FRA Addendum have demonstrated that an appropriate surface water drainage strategy would be delivered, which is acceptable to the LLFA. As such, the proposals would appropriately manage surface water and would not increase flood risk off-site. It has also been established that groundwater flooding would not be a constraint to the development. While these conclusions are noted, several conditions have been recommended by the LLFA securing final details of the drainage strategy, together with information on access/evacuation arrangements and management/maintenance proposals. These conditions form part of this recommendation. Subject to these conditions, officers consider that the development would not increase flood risk on-site or off-site and would preserve the water environment in the locality, in accordance with DP Policies WAT1, WAT3 and WAT5, as well as SNP Policies SP14 and SP21.

#### Foul Water Drainage

- 9.145 DP Policy WAT6 and SNP Policy SP21 outline that development proposals must ensure that adequate wastewater infrastructure is available.
- 9.146 The FRA and FRA Addendum also set out the foul water drainage proposals intended to be adopted on site. These documents explain that it is proposed to provide new foul water drainage infrastructure on the site, which would then connect, via gravity, to the public foul network to the west of the Cala Development. The Drainage Strategy Plan, as shown below, illustrates this connection, with the red dotted lines showing the new foul water sewers. Neither the LLFA, nor Thames Water, have raised concern with these foul water drainage arrangements. Therefore, it is considered that appropriate means of dealing with foul water can be delivered on the site.





Officers note that various local residents have raised concern regarding the capacity of the foul water network in the locality. While this is acknowledged, Thames Water have commented on this application outlining that they have no objection to the proposals, in terms of foul water sewerage capacity. Furthermore, the applicant has provided evidence within the FRA and FRA Addendum of Thames Water confirming this position. As such, officers consider that sufficient capacity exists within the public sewer network to accommodate the development, meaning that the proposals would not be in conflict with DP Policy WAT6, nor SNP Policy SP21.

9.148 Local residents and Standon Parish Council have outlined that sewer flooding is an issue in this locality. Whilst these comments are noted, Thames Water have not raised this as a concern. Noting this, and given that Thames Water have confirmed that sufficient capacity exists within the public network to accommodate the proposals, officers do not consider that the development would result in material increases in sewer flooding.

## **Sustainable Design and Climate Change**

9.149 DP Policy CC2 requires developments to minimise carbon emissions, taking into account the Energy Hierarchy. In addition, SNP Policy SP2 notes that new buildings should be encouraged to apply the highest standards of energy efficiency and to use renewable technologies

and/or low energy systems. DP Policy CC1 sets out that proposals should demonstrate how the design, materials, construction and operation of the development would minimise overheating and reduce the need for heating in the winter. Schemes should also minimise the use of mains water, with residential developments designed to meet the water consumption target of 110 litres per head, per day, in line with DP Policy WAT4.

- 9.150 The outline form of this application means that the layout and appearance of the proposed development has not yet been finalised. Nonetheless, the submitted Sustainability and Energy Statement (SES) sets out the principles of sustainable design intended to be adopted on the site.
- 9.151 The SES explains that all the proposed houses would be dual-aspect, with windows designed to optimise solar gain. In addition, the Illustrative Masterplan indicates that the proposed dwellings could be orientated to make good use of solar gain. This indicative approach is supported and should enable the houses to utilise solar gain to limit energy demand associated with heating/lighting. In addition, the SES sets out that a fabric first approach would be adopted, which would ensure that u-values would be limited to a standard beyond Building Regulations. It is also proposed to install heat pump water cylinders for any flats and air source heat pumps to each house. Therefore, the scheme would implement renewables on site to provide energy to the dwellings in a green and low carbon manner. The SES estimates that these measures could enable a 59.14% reduction in carbon emissions, which is supported by officers and would ensure compliance with DP Policy CC2 and SNP Policy SP2. Whilst this is noted, officers acknowledge that the sustainable design approach is only indicative at this stage, and therefore it is deemed necessary to secure details of the final sustainability measures intended to be used via condition.
- 9.152 Comments have been received from local residents questioning the absence of photovoltaic panels and ground source heat pumps. These concerns are noted, however the SES demonstrates that sufficient carbon emission reductions can be achieved on the site through passive design solutions, a fabric first approach to construction and the provision of ASHPs/heat pump cylinders. Given this, there is no policy basis to require the delivery of solar panels and ground source heat pumps through this development. Nonetheless, the applicant has set out in their submitted Sustainability Checklist that they would be willing to consider the installation of photovoltaic panels for selected homes.

This is a matter that could be revisited at reserved matters stage, once the layout and appearance of the development has been set.

- 9.153 In terms of potential overheating, officers note that the proposed dual-aspect nature of the dwellings would enable natural/cross ventilation. This design approach, coupled with the incorporation of overhanging roofs and high specification glass, where necessary, would assist in reducing instances of overheating, in line with DP Policy CC1. Furthermore, the SES outlines that through using solar gain and minimising air leakage in the construction of the buildings the need for heating in the winter could be reduced, as required by DP Policy CC1.
- 9.154 The SES notes that the proposed development would incorporate water efficient fittings (e.g. taps, showers, W/Cs), flow restrictors and water meters, which should assist in reducing the use of mains water. A water consumption estimation is included within the SES, which suggests that the water consumption target of DP Policy WAT4 would be achieved. While this is noted, final details of the proposed water efficiency measures would be secured via condition.

## **Pollution, Land Contamination and Minerals**

### Air Quality

- 9.155 DP Policy EQ4 outlines that developments should minimise air quality impacts at design stage and should incorporate best practice in design, construction and operation.
- 9.156 An Air Quality Assessment (AQA) has been submitted with this application, which considers possible air quality impacts during the construction and operational phases of the development. The AQA notes that during the construction phase exhaust emissions would be generated from the use of plant/equipment/vehicles, whilst dust emissions would also be created from activities on the site. While this is acknowledged, the AQA recommends several mitigation measures to be adopted during construction, which would reduce these impacts. The Environmental Health Officer has reviewed the AQA and has not raised concern with the proposed mitigation measures. However, this consultee has recommended a condition requiring submission of a Construction Environmental Management Plan, which would further explain how emissions would be controlled during construction. Subject to imposition of this condition, it is not considered that excessive emissions would arise through the construction phase and the proposal would not be contrary to DP Policy EQ4.

9.157 The AQA also considers possible air quality impacts during the operation and occupation of the proposed development. As previously explained, ASHPs are proposed to be installed for each house, with heat pump water cylinders supplied for the flats. Adoption of these renewable and low carbon technologies would limit emissions through the occupation of the proposed dwellings. It is accepted that some emissions would be created, as a result of additional vehicular trips. However, the AQA concludes that the traffic levels generated by the proposals would not be at such a level to result in emissions above standards set out in the relevant guidance. Noting this, and given that potential emissions would be further reduced by providing electric vehicle charging points for all the dwellings, officers do not consider that the generation of vehicular trips would result in undue adverse impacts on air quality. As such, the proposed development would not be in conflict with DP Policy EQ4.

#### Noise Pollution

9.158 DP Policy EQ2 notes that development should be designed and operated in a way that minimises direct and cumulative impacts of noise on the environment.

9.159 As previously explained, the residential nature of the proposals means that the development itself would not generate excessive noise levels. Whilst this is noted, officers must also consider possible noise impacts on the future occupiers of the proposed development. In order to assess this, a Noise Assessment (NA) has been submitted with this application. This NA notes that the main source of noise in this locality is from traffic on the A120, while some noise is also generated by aircraft travel and vehicles moving along the A10.

9.160 The NA recommends that high performance acoustic glazing is installed within all the proposed dwellings. The provision of this glazing should ensure that the internal areas of the majority of the dwellings would not be compromised by noise generation. While this is acknowledged, the NA does identify two parts of the housing development (south-eastern and north-western corners), where the opening of windows could result in unsatisfactory internal noise conditions for proposed dwellings. Noting this, the NA advises that mechanical ventilation should be installed for dwellings within these identified areas, in order to limit the reliance on openable windows for cooling purposes.

- 9.161 The Environmental Health Officer has considered this approach and has not objected to the proposals. However, this consultee does recommend a condition securing specific details of the ventilation strategy, in the interests of ensuring that dwellings in the identified areas are provided with suitable equipment to allow cooling of internal areas, without the necessity to open windows. Subject to this condition, officers consider that development would provide an acceptable internal noise environment for the future occupiers, in line with DP Policy EQ2.
- 9.162 In terms of external areas, it is likely that the majority of the private garden spaces within the development would be acoustically screened by the proposed buildings. The availability of this screening from buildings would ensure that noise levels within these garden spaces would be satisfactory. The NA advises that where garden areas are not appropriately screened by buildings, it would be necessary to install fencing as a noise barrier, so to provide adequate external noise conditions. Officers do not have any concerns with this approach. However, further information on the requirement for noise barriers would be available at reserved matters stage, once the proposed layout of the scheme has been set. Notwithstanding this, officers are content that acceptable external noise levels within private garden areas would be provided through the development, in accordance with DP Policy EQ2.

#### Light Pollution

- 9.163 DP Policy EQ3 notes that external lighting schemes must not adversely impact neighbouring uses, or the wider landscape.
- 9.164 The outline form of this application means that there the external lighting scheme for the proposed development has not yet been finalised. In order to ensure that sensitive lighting proposals are adopted on the site, a condition is recommended securing details of the external lighting scheme, in accordance with DP Policy EQ3.

#### Contamination Risk

- 9.165 DP Policy EQ1 requires developments to demonstrate that unacceptable risks from contamination would be successfully addressed through remediation.
- 9.166 The proposed residential use is one that is sensitive to land contamination. Therefore, the potential existence of contamination on the site must be considered, before establishing whether any remediation is required.

9.167 This application is supported by a Desktop Study, which considered possible contamination on the site. This Desktop Study advised that further assessment, in the form an intrusive investigation was required, in order to determine contamination risks. These intrusive investigations have been carried out and presented in a Ground Appraisal Report, which accompanies this application. This Ground Appraisal Report concludes that there are very low contamination risks on the land, and on this basis, immediate remediation is not recommended. The Environmental Health Officer has reviewed these reports and has not questioned the findings. As such, it is not considered that the proposals would be at risk from contamination and the scheme would not be contrary to DP Policy EQ1. While this is noted, an informative is included as part of this recommendation to set out the steps for the applicant to take in the event of discovering unidentified contamination during works.

#### Minerals and Waste

9.168 The site is located within the Sand and Gravel Belt, identified in the Minerals Local Plan (2002 – 2016). Therefore, HCC Minerals and Waste Team were consulted on the application, so to enable consideration of whether mineral resources would be sterilised by the proposals and also to determine the feasibility of prior extraction. This consultee has provided comments noting that it would be unlikely to be viable to extract in advance of development. These conclusions have been reached as the requirement for a buffer to adjacent residential properties would result in the workable deposit area being reduced to an unviable small area. As such, officers do not consider that the development would unacceptably sterilise mineral sources.

9.169 In terms of waste management, HCC Minerals and Waste have recommended a condition securing a Site Waste Management Plan (SWMP). Through this SWMP, officers could ensure that suitable waste management proposals are adopted as part of the development. As such, this condition forms part of this recommendation.

#### **Infrastructure Requirements**

9.170 DP Policy DEL1 notes that for individual proposals adequate infrastructure should be provided both on and off site to enable the delivery of sustainable development. DP Policy DEL2 sets out that the Council will seek a range of planning obligations, where they are necessary to make the development acceptable in planning terms,

directly related to the development and fairly and reasonably related in scale and kind to the development. This policy requirement reflects Paragraph 57 of the NPPF.

9.171 Various objections have been received from local residents questioning the capacity of infrastructure in the area, including schools, health services and utilities. While these comments are acknowledged, all the statutory bodies responsible for these services have been consulted on the application and none have raised concerns on capacity grounds. As such, officers do not consider there to be major constraints to the development, in terms of availability of infrastructure or utilities. While this is acknowledged, significant financial contributions would be secured through this scheme, as part of the Section 106 Legal Agreement, towards schools, health services and community facilities. These contributions would be used to improve services and facilities in the locality, so that they are able to accommodate the new residents occupying the development. The secured contributions and obligations are listed below. These are all included in the recommended Heads of Terms.

#### HCC

- Bus Service Contribution - £250,000
- Sustainable Transport Contribution – Approximately £150,691
- Travel Plan and Travel Plan Evaluation and Support Contribution - £6,000
- Upper Education Contribution – Approximately £639,693
- Childcare (0 – 2 Years) Contribution – Approximately £6,457
- Childcare (5 – 11 Years) Contribution – Approximately £1,005
- Special Educational Needs and Disabilities (SEND) Contribution – Approximately £102,723
- Libraries Contribution – Approximately £19,845
- Youth Service Contribution – Approximately £25,327
- Waste Service Recycling Centre Contribution – Approximately £20,256
- Waste Service Transfer Station Contribution – Approximately £9,593
- Fire and Rescue Service Contribution – Approximately £34,634

#### EHDC

- Allotments Contribution – £177 per dwelling (approximately £16,094)
- Bowls Contribution – £241 per dwelling (approximately £21,918)
- Fitness Gyms Contribution – £254 per dwelling (approximately £23,149)
- Outdoor Tennis Contribution - £165 per dwelling (approximately £15,015)

- Playing Pitches Contribution – £524 per dwelling (approximately £47,620)
- Recycling and Refuse Contribution – £72 per dwelling and £76 per dwelling with communal facilities (approximately £6,552)
- Sports Hall Contribution – £572 per dwelling (approximately £52,089)
- Studio Space Contribution – £105 per dwelling (approximately £9,563)
- Swimming Pool Contribution – £585 per dwelling (approximately £53,266)
- Village Hall and Community Centres Contribution – £693 per dwelling (approximately £63,051)

### NHS

- NHS Health GMS Contribution – £1,672 per dwelling (approximately £152,152)

### Monitoring Fees

- HCC Monitoring Fee – based on the number of triggers within each legal agreement with each distinct trigger point attracting a charge of £340.
- EHDC Monitoring Fee - £300 per EHDC financial contribution obligation, plus £300 (approximately £3,900), payable prior to commencement of development and RPI indexed from date of decision.
- Biodiversity Net Gain Monitoring Fee

### Non-Financial Obligations

- Affordable Housing – Provision of affordable housing, comprising 40% of the total number of units.
- Habitat Management and Maintenance Plan (HMMP)
- 30 Year Maintenance Clause for Biodiversity Net Gain
- Details of long-term stewardship, maintenance and management
- Car Club Agreement

9.172 Officers consider these contributions to be necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. Therefore, these contributions pass the statutory tests for planning obligations, set out at Regulation 122 of The Community Infrastructure Levy Regulations (2010) and reflected in DP Policy DEL2 and Paragraph 57 of the NPPF.

9.173 Local residents have queried why HCC are seeking to direct financial contributions outside the parish and towards facilities in Braughing, Buntingford and Ware. These comments are noted, however it is understood that the closest relevant facilities to the site (e.g. childcare



0 – 2, libraires, youth services, waste services and fire station) are found beyond the Standon Parish. Therefore, it is considered appropriate to assign funds to these facilities outside the parish.

### **Other Matters**

- 9.174 Numerous objections have been received through the two consultation periods for this application. A number of the matters raised in these objections have been addressed in the previous parts of this report. However, several local residents have questioned the need for development in this location, given that the housing targets set at DP Policy VILL1 for Standon and Puckeridge have already been exceeded. While this point is acknowledged, officers would firstly note that the housing targets at DP Policy VILL1 are a minimum for the plan period, as are the District wide policy requirements set out in DPS1. Nonetheless, this application has to be assessed in the context of the current housing supply within the District and noting the national policy context to boost housing supply, as set out in the Written Ministerial Statements in July and December 2024. As already explained, the Council cannot currently demonstrate a 5YHLS, and therefore, in line with Paragraph 11(d) of the NPPF, policies concerning housing supply (such as DP Policy VILL1) are out of date and attract less weight. The absence of a 5YHLS means that this proposal must be assessed under Paragraph 11(d) of the NPPF, the 'tilted balance' and 'the presumption in favour of sustainable development'. This assessment is undertaken in the following section of this report.
- 9.175 Comments have suggested that the proposals would result in the coalescence of Standon and Puckeridge. Officers acknowledge that the proposed development would largely fill a gap between the Cala Development and parts of the village to the east. However, this gap is not identified in any policy document as being integral to the setting, nor being of strategic importance. As such, officers consider that the infilling of the gap between built up areas presents a limited ground to resist the development at this time, where it is found to be acceptable on other points. The level of harm to infilling this gap is limited. Its loss is attributed harm in the planning balance under the landscape impact.
- 9.176 Various comments have questioned the future maintenance and management arrangements at the Cala Development, as occupiers of the development would utilise Barleymead Way for access and the scheme also proposes to connect into drainage infrastructure on the adjacent site. While these queries are acknowledged, the agreement, in

terms of management and maintenance, is a private matter between the owner of the road/drainage infrastructure and the developer/occupiers of the proposed development. This is not a material consideration for a planning application. Nonetheless, the applicant has outlined in their Statement of Community Involvement that the new residents on the application site would be required to contribute to the upkeep of Barleymead Way through the service charge that will be paid to the management company (to maintain and manage this infrastructure). Comments have suggested that Barleymead Way should be adopted by the Highway Authority. Again, this is a matter that falls outside the scope of this application.

- 9.177 Residents have also questioned whether the developer has authority to connect to drainage on the Cala Development. These queries are noted, however it is the responsibility of the applicant to ensure that they have the relevant authorisations to enable connection to the adjacent drainage infrastructure. Various residents on the Cala Development have also stated that they were not aware that this scheme was going to come forward when they purchased their properties. These comments are appreciated, however this is a matter beyond the control of the Council. Concerns have been expressed that the development could result in local house prices being reduced. It is well established that the impact of a development on house prices is not a material consideration for a planning application.
- 9.178 A local resident has suggested that this proposed development should be subject to an Environmental Impact Assessment (EIA). This comment is noted, however the Council already screened a proposal for 100 units on the site (reference: 3/23/2351/SCREEN) and determined that an EIA is not required. It is considered that the effects would not give rise to a level of significance that would warrant an EIA being prepared.
- 9.179 Standon Parish Council and numerous local residents have questioned the outline form of this application, which they consider provides no certainty, regarding the nature of development to be delivered on the site. These comments are acknowledged, however the Town and Country Planning Act (1990) (as amended) and the Development Management Procedure Order (2015) (as amended) allow for outline applications for housing development to reserve some or all matters. The Council cannot impose further details (to be considered) on an applicant under an outline application and there are no policies, which require detailed planning applications in the DP. Therefore, the absence

of further details, at this stage, does not give any reason for the Council to resist the proposals on this ground. The Council must assess the application on its own merits. Regardless of the concerns over the level of detail submitted as part of the application, officers consider that the Parameter Plan and technical outline assessments provide sufficient assurances on how the scheme would come forward at reserved matters stage.

- 9.180 The Parish Council has also raised concern that over 100 dwellings could eventually be provided on this site. While this concern is noted, this scheme is for 'up to 91 dwellings', and therefore the maximum number of units that could be provided on the site, under these current proposals, would be 91. A planning condition is recommended relating to this.
- 9.181 In addition to the above, Standon Parish Council have suggested that a number of items should be secured via condition, if planning permission is granted. The majority of these matters are covered by conditions or obligations that form part of this recommendation (sustainable design, wildlife enhancements, tree retention, provision of orchard, BNG, SUDs maintenance and play space maintenance). However, the Parish Council has also requested that a defibrillator be secured. This suggestion is noted, however there is no policy basis within the DP or SNP that would allow officers to require the provision of a defibrillator through the development.
- 9.182 Several objections from local residents and Standon Parish Council have drawn comparisons between this current proposal and the previously refused application from 2017 for up to 160 houses (reference: 3/15/2081/OUT). Officers acknowledge that this planning history is a material consideration, which must be taken into account when assessing this current scheme. However, the current application must be determined, on the basis of considerations at this time. It is for the decision maker to consider the weight to be afforded to the planning history in considering its relevance to the current proposals. The concerns raised in the reasons for refusal are noted and the context, in 2017 is also acknowledged.
- 9.183 It is important to note that this previous decision is over eight years old and, at this time, the application was assessed under a different policy framework (ie: the 2007 Local Plan and NPPF 2012). Since the decision in 2017, the DP and SNP have been adopted and the NPPF has been updated at least five times. In addition, the recent Written

Ministerial Statements (WMS) from December 2024, which set out the government's objective of delivering 1.5 million new homes over the next five years, is a new material consideration. As previously explained, this aim of optimising housing delivery is reflected in the most recently revised NPPF from December 2024, as this has increased the annual housing target for East Herts. Within the context of the WMS and the elevated housing need in the District, the supply of dwellings through this current scheme should be assigned greater weight, when compared with 2017.

- 9.184 In addition to the above, the previous application (reference: 3/15/2081/OUT) was refused on three grounds, one of which was highway safety concerns. As previously explained, the Highway Authority has not objected to the current scheme, on the basis of highway safety implications. Therefore, officers do not consider that a reason for refusal on this ground would be justifiable. In addition, the Committee Report from 2017 concluded that, at the time, there was insufficient information on drainage, biodiversity and possible mineral extraction. As such, these matters were assigned negative weight by officers in 2017. The position on this current application differs in that these matters have been satisfactorily addressed by the applicant, and therefore these items do not attract negative weight, in respect of the current application.
- 9.185 In light of the changes to the policy framework, selected concerns of the previous application having been overcome and with the highways refusal reason now being fully addressed, there are several reasons for determining the current application under different material circumstances. It follows that a different consideration could therefore be reached, subject to the balancing exercise that needs to be carried out. The previous determination is relevant, but not in the officer's opinion the key determining factor on this current application.
- 9.186 In conclusion, it is necessary to carry out a fresh balancing exercise under Paragraph 11(d)(ii) of the NPPF, where the adverse impacts of the current proposal are weighed against the benefits of the scheme. This assessment is undertaken below.

## **10.0 Planning Balance and Conclusion**

- 10.1 The report provides a comprehensive officer consideration of this outline planning application and its supporting documentation, including the further/additional information submitted and any representations

received. The report has considered the proposal, in light of the adopted development plan policies and other material considerations and representations.

10.2 In addition, regard must be had to the 'tilted balance' and 'presumption in favour of sustainable development', which are engaged in the decision-making process, as the Council is currently unable to demonstrate a 5YHLS. Paragraph 11(d) of the NPPF states that for decision taking this means:

- 'where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:
  - i. the application of policies in the NPPF that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
  - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.'

10.3 The NPPF explains that, due to the lack of a 5YHLS, the policies relating to the provision of housing should be viewed as out of date. Therefore, the proposed scheme has to be fully assessed under Paragraph 11(d) of the NPPF.

10.4 In terms of Paragraph 11(d)(i), the NPPF defines the 'areas or assets of particular importance' as: habitat sites, Sites of Special Scientific Interest, Green Belt, Local Green Space, National Landscapes, a National Park, irreplaceable habitats, designated heritage assets and areas at risk of flooding/coastal change. None of these listed areas or assets would be adversely impacted by the development. As such, there is no clear reason for refusing the application under Paragraph 11(d)(i). The determination of this application is therefore dependent on the assessment under Paragraph 11(d)(ii).

10.5 Paragraph 11(d)(ii) requires a balancing exercise to be undertaken to determine whether the adverse impacts of the development would significantly and demonstrably outweigh the benefits.

10.6 This report concludes that the proposed scheme would give rise to a number of benefits, which range from limited to significant in their

weighting. When taken cumulatively, these benefits would attract significant positive weight in favour of the proposal. However, some adverse impacts and conflict with development plan policies have also been identified, which again range from limited to significant in weighting. These adverse impacts cumulatively attract moderate negative weight against the scheme. These positive and negative impacts are set out in the table below. Planning considerations not listed in the table are of neutral value.

<b>Planning issue</b>	<b>Positive weight</b>	<b>Negative weight</b>
Provision of up to 91 dwellings, contributing towards the Council's 5YHLS	Significant positive weight	
Provision of 40% affordable housing (36 units).	Significant positive weight	
Financial contributions towards community facilities and education facilities to meet the needs of the development	Limited positive weight	
Financial contributions towards bus services and sustainable transport initiatives, of benefit to the wider community	Moderate positive weight	
Creation of shared footway/cycleway, of benefit to the wider community	Moderate positive weight	
Provision of open space, with publicly accessible routes and play spaces.	Moderate positive weight	
Provision of 69.35% biodiversity net gain	Moderate positive weight	
Economic benefits of new employment during construction and increased local	Limited positive weight	

expenditure from residents		
Conflict with the spatial development plan strategy and policies covering the Rural Area Beyond the Green Belt		Moderate negative weight (given that parts of the development plan relevant to housing delivery should be considered out of date, as required by Paragraph 11(d)).
Reliance on the private vehicle and increased vehicular trips		Moderate negative weight
Adverse landscape and visual impacts		Moderate negative weight (this is an overall officer judgement which has been arrived at considering the full extent of impacts on landscape character and receptors at the selected viewpoints in the LVA).
Partial removal of hedgerow		Limited negative weight
Loss of agricultural land		Limited negative weight

- 10.7 Given the above assessment, officers consider that the benefits of the proposal, principally housing delivery and affordable housing provision, should attract significant positive weight. Whereas, the adverse impacts arising from the development should be assigned moderate negative weight (this is reflective of the status of the weight to be given to the supply based policies in the DP & SNP, which are out-of-date). As such, in officer's view, the benefits of the scheme would, on balance, outweigh the adverse impacts.
- 10.8 Officers have carefully weighted the benefits and adverse impacts of the proposed development, on the basis of the merits of the application. Of particular significance, is the weight applied to DP and

SNP Policies, which relate to the principle of development and housing delivery (DP Policies DPS1, DPS2, DPS3, GBR2 and VILL1, as well as SNP Policy SP7). Officers note that the proposed scheme would not comply with these policies or the spatial development strategy for the District. However, with the LPA being unable to demonstrate a 5YHLS, Paragraph 11(d) of the NPPF makes it clear that housing supply-based policies (such as those referenced above) should be considered out of date. Due to this, full weight (or significant weight even) cannot be assigned to these policies or the overall conflict with the spatial development strategy at this time.

- 10.9 The approach (to affording weight to the conflict with the Development Strategy) that officers have taken in this report is consistent with that adopted by the Inspector in August 2024, in respect of the nearby major housing proposal on Land East of the A10 in Buntingford (appeal reference: APP/J1915/W/24/3340497). The two cases have some similarities, given they are for larger housing developments on the edges of settlements, outside of the settlement boundaries defined in the Neighbourhood Plan and DP. As such, it is appropriate to attribute moderate weight to the conflict with the development strategy in the case of this application.
- 10.10 As already explained in a previous part of this report, the revised version of the NPPF, published in December 2024, requires Local Planning Authority's housing need to be calculated using a new standard methodology. While the implications of this for the Council's currently 5YHLS has not yet been fully determined, it is clear that this new standard method has increased the annual housing requirement for the District by 287 homes (1,041 - 1,328 homes). Therefore, in this context, it is likely that the Council's 5YHLS has worsened in recent times. Given this further housing supply deficit, officers consider that the positive weight given to the benefit of housing provision through this scheme has been further elevated. As such, it is considered appropriate to assign significant positive weight to the delivery of up to 91 homes.
- 10.11 Officers do note that this proposed scheme would give rise to some adverse impacts, most notably landscape/visual harm and reliance on the private vehicle. However, it is considered that these adverse impacts, taken cumulatively with the other aspects of harm, only attract moderate negative weight. Whereas, the benefits of the proposal should be assigned significant positive weight. As such, officers do not consider that these moderate adverse impacts represent such a level of



harm to 'significantly and demonstrably' outweigh the significant benefits arising from the development.

10.12 On this basis, and in accordance with the requirements of Paragraph 11(d) of the NPPF, officers recommend that planning permission should be granted, subject to conditions and a Section 106 Legal Agreement.

## **11.0 Recommendation**

11.1 That planning permission be GRANTED, subject to the conditions and the completion of a Section 106 Legal Agreement.

## **Heads of Terms to be secured by Section 106 Legal Agreement**

### HCC Contributions

- **Bus Service Contribution - £250,000** index linked to CPT from January 2024. Made up of £50,000 per annum for five years towards enhancing local services.
- **Sustainable Transport Contribution – Approximately £150,691** to be recalculated at reserved matters and index linked by SPONS from September 2024. Towards Local Cycling and Walking Infrastructure Plan delivery in the vicinity of the development, including Cambridge Road, High Street and Station Road pedestrian and cycle improvement routes.
- **Travel Plan and Travel Plan Evaluation and Support Contribution - £6,000** index linked by RPI from March 2014.
- **Upper Education Contribution – Approximately £639,693** to be re-calculated at reserved matters stage and index linked to BCIS 1Q2022. Towards the expansion of Freman College, Buntingford, and/or provision serving the development.
- **Childcare (0 – 2 Years) Contribution – Approximately £6,457** to be re-calculated at reserved matters stage and index linked to BCIS 1Q2022. Towards increasing the capacity of 0-2 year old childcare facilities at Apple Blossom Daycare in Braughing, and/or provision serving the development.
- **Childcare (5 – 11 Years) Contribution – Approximately £1,005** to be re-calculated at reserved matters stage and index linked to BCIS 1Q2022. Towards increasing the capacity of 5-11 year old childcare

facilities at Sir Thomas of Canterbury School, Puckeridge, and/or provision serving the development.

- **Special Educational Needs and Disabilities (SEND) Contribution – Approximately £102,723** to be re-calculated at reserved matters stage and index linked to BCIS 1Q2022. Towards new Severe Learning Difficulty (SLD) special school places (EAST) and/or provision serving the development.
- **Libraries Contribution – Approximately £19,845** to be re-calculated at reserved matters stage and index linked to BCIS 1Q2022. Towards increasing the capacity of Buntingford Library and/or provision serving the development.
- **Youth Service Contribution – Approximately £25,327** to be re-calculated at reserved matters stage and index linked to BCIS 1Q2022. Towards increasing the capacity of Ware Young People's Centre, or its future re-provision, and/or provision serving the development.
- **Waste Service Recycling Centre Contribution – Approximately £20,256** to be re-calculated at reserved matters stage and index linked to BCIS 1Q2022. Towards the new provision at Ware and/or provision serving the development.
- **Waste Service Transfer Station Contribution – Approximately £9,593** to be re-calculated at reserved matters stage and index linked to BCIS 3Q2022. Towards the new provision at the Eastern Transfer Station and/or provision serving the development.
- **Fire and Rescue Service Contribution – Approximately £34,634** to be re-calculated at reserved matters stage and index linked to BCIS 1Q2022. Towards the new provision at the Eastern Transfer Station and/or provision serving the development.

#### EHDC Contributions

- **Allotments Contribution – £177 per dwelling** (approximately £16,094) payable on identified triggers and RPI indexed from May 2020. To go towards the costs of facilities provision, improvements and maintenance of Station Road Allotments inf Puckeridge and/or community growing spaces locally as used by residents of the development.

- **Bowls Contribution – £241 per dwelling** (approximately £21,918) payable on identified triggers and RPI indexed from May 2020. To go towards the costs of provision, improvement and maintenance of bowls club facilities including bowling green and clubhouse at Standon and Puckeridge Bowls Club and/or other bowls clubs, including carpet bowls as used by residents of the development.
- **Fitness Gyms Contribution – £254 per dwelling** (approximately £23,149) payable on identified triggers and RPI indexed from May 2020. To go towards the costs of provision of facilities, improvements and maintenance of the fitness gym at Grange Paddocks Leisure Centre and/or other community facilities providing indoor fitness as used by residents of the development.
- **Outdoor Tennis Contribution - £165 per dwelling** (approximately £15,015) payable on identified triggers and RPI indexed from May 2020. To go towards the costs of provision, improvement and maintenance of outdoor tennis courts facilities and provision of equipment for free to play sessions at Standon and Puckeridge Lawn Tennis Club and/or other sport facilities as used by the residents of the development.
- **Playing Pitches Contribution – £524 per dwelling** (approximately £47,620) payable on identified triggers and RPI indexed from May 2020. To go towards the costs of provision of facilities, improvements and maintenance of playing pitches at King George VI Recreation Ground in Puckeridge.
- **Recycling and Refuse Contribution – £72 per dwelling and £76 per dwelling with communal facilities** (approximately £6,552) payable on identified triggers and RPI indexed from October 2008. To go towards the Council's costs of providing recycling and refuse containers to dwellings in the development.
- **Sports Hall Contribution – £572 per dwelling** (approximately £52,089) payable on identified triggers and RPI indexed from May 2020. To go towards the costs of provision of facilities improvements and maintenance of Wodson Park Sports and Leisure Centre, Ware and/or towards indoor sports provision at Standon and Puckeridge Community Centre and/or other community halls providing indoor sports as used by the residents of the development.

- **Studio Space Contribution – £105 per dwelling** (approximately £9,563) payable on identified triggers and RPI indexed from May 2020. To go towards the costs of provision of facilities, improvements and maintenance to the studio spaces at Grange Paddocks Leisure Centre and/or other community facilities providing indoor fitness as used by residents of the development.
- **Swimming Pool Contribution – £585 per dwelling** (approximately £53,266) payable on identified triggers and RPI indexed from May 2020. Towards the costs of provision of facilities, improvements and maintenance of the swimming pool facilities at Grange Paddocks Leisure Centre.
- **Village Hall and Community Centres Contribution – £693 per dwelling** (approximately £63,051) payable on identified triggers and RPI indexed from May 2020. To go towards the costs of facilities provision, improvements and maintenance of Standon Village Hall and/or Standon and Puckeridge Community Centre and or other community and village halls as used by residents of the development.

#### NHS Contribution

- **NHS Health GMS Contribution – £1,672 per dwelling** (approximately £152,152) payable on occupation of 10th dwelling and RPI indexed from date of decision. To go towards health services and facilities at Standon and Puckeridge Surgery.

#### Monitoring Fees

- HCC Monitoring Fee – based on the number of triggers within each legal agreement with each distinct trigger point attracting a charge of £340.
- EHDC Monitoring Fee - £300 per EHDC financial contribution obligation, plus £300 (approximately £3,900), payable prior to commencement of development and RPI indexed from date of decision.
- Biodiversity Net Gain Monitoring Fee

#### Non-Financial Obligations

- Affordable Housing – Provision of affordable housing, comprising 40% of the total number of units.
- Habitat Management and Maintenance Plan (HMMP)
- 30 Year Maintenance Clause for Biodiversity Net Gain
- Details of long-term stewardship, maintenance and management of landscaped areas, public space and play spaces.
- Car Club Agreement

## **Conditions**

### Time Limit (Submission of Reserved Matters)

1. Applications for approval in respect of all reserved matters in this permission (namely details of layout, scale, appearance and landscaping) shall be made to the Local Planning Authority within a period of 3 years commencing on the date of this notice.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended).

### Approved Plans

2. The development hereby approved shall be carried out in accordance with the approved plans listed below:
  - Red Line Plan (Dated: 19 December 2024)
  - 004 Revision L
  - ITS19216-GA-001 Rev P

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

### Commencement of Development

3. Details of the (i) layout, (ii) scale, (iii) appearance and (iv) landscaping, as defined by the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) (hereinafter called "the Reserved Matters"), shall be submitted to and approved in writing by the Local Planning Authority before any development commences. The development shall be carried out in accordance with the Reserved Matters as approved.

Reason: To comply with the provisions of the Town and Country Planning (Development Management Procedure (England) (Order) 2015 (as amended).

### Time Limit (Commencement)

4. The development hereby approved shall be begun by not later than the expiration of a period of 2 years commencing on the date of approval of the last of the reserved matters to be approved.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended).

Scope of Development

5. The development hereby approved is for up to 91 dwellings (Use Class: C3). The total quantum of residential dwellings following approval of all reserved matters submissions shall not exceed this amount.

Reason: To provide clarity on the quantum of development, in accordance with Policies DPS1, DPS2, DPS3 and DES4 of the East Herts District Plan 2018.

Surface Water Drainage Scheme

6. Prior to, or in conjunction with, the submission of each reserved matters application, in accordance with the Flood Risk Assessment and Drainage Strategy Version 5.0 (Prepared by: Ramboll, Dated: 14 June 2024) and Flood Risk Assessment and Drainage Strategy – Addendum Report (Prepared by: Ramboll, Reference: RUK2021N00014-RAM-RP-00165), detailed designs of a surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall address the following matters:

- i. Surface water runoff rates attenuated to greenfield QBAR, as stated within Section 7.2.6 of the Flood Risk Assessment and Drainage Strategy Version 5.0 (Prepared by: Ramboll, Dated: 14 June 2024);
- ii. Provision of surface water attenuation storage, sized and designed to accommodate the volume of water generated in all rainfall events up to and including the critical storm duration for the 3.33% AEP (1 in 30 year) and 1% AEP (1 in 100) rainfall events (both including allowances for climate change);
- iii. Detailed designs, modelling calculations and plans of the of the drainage conveyance network in the:
  - 3.33% AEP (1 in 30 year) critical rainfall event plus climate change to show no flooding outside the drainage features on any part of the site.
  - 1% AEP (1 in 100 year) critical rainfall plus climate change event to show, if any, the depth, volume and storage location of any flooding outside the drainage features, ensuring that flooding does not occur in any part of a building or any utility plant susceptible to water (e.g. pumping station or electricity substation) within the development. It will also show that no runoff during this event will leave the site uncontrolled.

- Correct parameters to be used for all network calculations (CV value of 1, climate change allowance on the 3.33% and 1% AEP event and FEH2013 / FEH22 data).
- iv. The design of the attenuation areas incorporating an emergency spillway and any drainage structures include appropriate freeboard allowances. Plans shall be submitted showing the routes for the management of exceedance surface water flow routes that minimise the risk to people and property during rainfall events in excess of 1% AEP (1 in 100) rainfall event plus climate change allowance;
  - v. Finished ground floor levels of any properties are a minimum of 300mm above expected flood levels of all sources of flooding (including the ordinary watercourses, SuDS features and within any proposed drainage scheme) or 150mm above proposed external ground level, whichever is the more precautionary.
  - vi. Details of how all surface water management features are to be designed in accordance with The SuDS Manual (CIRIA C753, 2015), including appropriate treatment stages for water quality prior to discharge.
  - vii. A maintenance and management plan detailing the activities required and details of who will adopt and maintain all the surface water drainage features for the lifetime of the development. This will also include the ordinary watercourse and any structures, such as culverts, within the development boundary. Sufficient easement for access to all drainage features must be provided within the development layout and to be to adoptable standards if proposed for adoption.
  - viii. Details of safe access and egress provision shall be submitted for the site, including evidence of how occupants can leave the site accounting for the surface water flow paths to the east and west in the wider off-site area.

Thereafter, the approved surface water drainage scheme shall be implemented in full prior to first occupation of the development.

Reason: To ensure that the development achieves the highest standards of sustainable drainage, in accordance with Policy WAT5 of the East Herts District Plan 2018.

#### Temporary Drainage Measures

7. Prior to the commencement of any development hereby approved, details and a Method Statement for interim and temporary drainage

measures during the construction phases shall be submitted to and approved in writing by the Local Planning Authority. This information shall provide full details of who will be responsible for maintaining such temporary systems and demonstrate how the site will be drained to ensure there is no increase in the off-site flows, nor any pollution, debris and sediment to any receiving watercourse or sewer system. Thereafter, the site works and construction phase shall only be carried out in full accordance with the approved Method Statement.

Reason: To ensure flooding and risks of pollution are avoided during construction, in accordance with Policies WAT1, WAT2, WAT3 and WAT5 of the East Herts District Plan 2018.

Construction Phase Surface Water Management Plan

8. Prior to the commencement of any development hereby approved, a detailed Construction Phase Surface Water Management Plan for the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall only be carried out in full accordance with the approved Construction Phase Surface Water Management Plan.

Reason: To ensure that flooding both on-site and off-site is avoided during construction, in accordance with Policies WAT1 and WAT5 of the East Herts District Plan 2018.

Programme of Archaeological Works

9. No development shall take place within the proposed development site until the applicant, or their agents, or their successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the Local Planning Authority. This condition will only be considered to be discharged when the Local Planning Authority has received and approved an archaeological report of all the required archaeological works, and if appropriate, a commitment to publication has been made.

Reason: To secure the protection of, and proper provision for, any archaeological remains, in accordance with Policies HA1 and HA3 of the East Herts District Plan 2018.

Construction Traffic Management Plan

10. Prior to the commencement of any development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to



and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. This CTMP shall include details of:

- the phasing of construction and proposed construction programme;
- the methods of accessing the site, including wider construction vehicle routing;
- the number of daily construction vehicles, including details of their sizes, at each phase of the development;
- the hours of operation and construction vehicle movements;
- any highway works necessary to enable construction to take place;
- construction vehicle parking, turning and loading/unloading arrangements clear of the public highway;
- any hoardings;
- how the safety of existing public highway users and existing public right of way users would be maintained;
- management of traffic to reduce congestion;
- control of dirt and dust on the public highway, including details of the location and method to wash construction vehicle wheels;
- the provision for addressing any abnormal wear and tear to the highway;
- consultation with local businesses or neighbours; and
- waste management proposals.

Thereafter, the construction phase of the development shall only be carried out in full accordance with the approved CTMP.

Reason: To minimise the impact of construction on the local highway network, in accordance with Policy TRA2 of the East Herts District Plan 2018.

#### Site Waste Management Plan

11. Prior to the commencement of any development hereby approved, a Site Waste Management Plan (SWMP) shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Waste Planning Authority. The SWMP shall aim to reduce the amount of waste produced on the site and shall contain information including estimated types/quantities of waste to arise from construction, together with waste management actions for each waste type. Thereafter, the development shall only be carried out in full accordance with the approved SWMP.

Reason: To ensure measures are put in place to minimise waste generation and maximise on-site/off-site reuse and recycling of waste

materials, in accordance with Policy 12 of the Hertfordshire Waste Core Strategy and Development Management Policies Development Plan Document 2012.

Construction Environmental Management Plan (Ecology)

12. Prior to the commencement of any development hereby approved, an Ecological Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The Ecological CEMP shall include the following:

- a review of any ecological impacts, which shall be informed by the Ecological Assessment (Prepared by: Ecological Solutions, Reference: 11678.EcoAss.vf, Dated: February 2025);
- a Risk Assessment of potentially damaging construction activities;
- identification of 'biodiversity protection zones';
- a set of Method Statements outlining practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction;
- details of the location and timings of sensitive works to avoid harm to biodiversity features;
- details of the times during construction when specialist ecologists need to be present on site to oversee works;
- details of the responsible persons and lines of communication; and
- details of the role and responsibilities of an ecological clerk of works or similarly competent person.

Thereafter, the development shall only be carried out in full accordance with the approved Ecological CEMP.

Reason: To ensure that harm to protected species is avoided during construction, in accordance with Policy NE3 of the East Herts District Plan 2018.

Construction Environmental Management Plan

13. Prior to the commencement of any development hereby approved, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. This CEMP shall provide details of:

- Mitigations to be provided to avoid adverse impacts on local air quality during construction, informed by Appendix B of the Air Quality Assessment (Prepared by: RSK, Reference: 445495-01 (00) Dated: June 2024).

- Mitigations to minimise noise generation/vibrations during construction;
- Lighting proposals during construction;
- Proposed hours of working; and
- Display of public contact details for site manager.

Thereafter, the development shall only be carried out in full accordance with the approved CEMP.

Reason: In the interests of ensuring an adequate level of air quality, in accordance with Policy EQ4 of the East Herts District Plan 2018.

#### Overheating Assessment

14. Prior to the commencement of any development hereby approved, an Overheating Assessment (such as a TM59 Assessment), detailing measures aimed at mitigating overheating, shall be submitted to and approved in writing by the Local Planning Authority. This Overheating Assessment shall take into account solar gain and shall include details of the necessary ventilation requirements. The Overheating Assessment shall be informed by the recommendations within the Noise Assessment (Prepared by: Suono, Reference: 28AP.RP.1.3 Dated: 11 June 2024). Thereafter, the development shall be carried out in full accordance with the recommendations of the Overheating Assessment.

Reason: To ensure that the potential for overheating of properties is mitigated, in accordance with Policies CC1 and EQ2 of the East Herts District Plan 2018.

#### Lighting Design Strategy (Bats)

15. Prior to the commencement of any development hereby approved, a Lighting Design Strategy for bats shall be submitted to and approved in writing by the Local Planning Authority. This Lighting Design Strategy shall:
- accurately identify features/areas of interest;
  - describe levels of illumination (during construction/post completion) and illustrate illumination levels on contour plans/charts; and
  - include a statement from an ecologist explaining how goals would be achieved.

Thereafter, the development shall be carried out and operated in full accordance with the approved Lighting Design Strategy.

Reason: To ensure that adverse impacts on protected species are avoided, in accordance with Policy NE3 of the East Herts District Plan 2018.

Materials

16. Prior to the commencement of any above ground construction works for the development hereby approved, details and specifications of all the external materials of construction shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be implemented, in accordance with the approved details.

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

Tree Protection Plan and Arboricultural Method Statement

17. Prior to the commencement of any development hereby approved, an updated Tree Protection Plan (TPP) and Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority. This TPP and Arboricultural Method Statement shall demonstrate how retained trees and hedgerows would be protected during the construction phase. Thereafter, the development shall only be carried out in full accordance with the approved details.

Reason: To ensure the protection of trees and hedgerows during construction, in accordance with Policies DES3 and NE3 of the East Herts District Plan 2018.

Sustainable Design

18. Prior to the commencement of any above ground construction works for the development hereby approved, details of the sustainability measures to be incorporated within the development shall be submitted to and approved in writing by the Local Planning Authority. These sustainability measures shall be based on the recommendations of the Sustainability and Energy Statement (Prepared by: Bluesky Unlimited, Dated: 20 February 2024) and shall include details of:
- Energy efficient construction techniques;
  - Energy efficient lighting and fittings;
  - Services and controls;
  - Efficient energy supply (including details of air source heat pumps); and

- Water efficiency measures, which demonstrate compliance with the water consumption target of 110 litres, or less, per head, per day.

The measures shall be fully implemented and completed prior to first occupation of each dwellinghouse or block of residential flats and the development and shall be maintained, in accordance with the approved details for the lifetime of the development.

Reason: In the interests of minimising carbon emissions and promoting sustainable design, in accordance with Policies CC1, CC2 and WAT4 of the East Herts District Plan (2018).

#### Broadband Connectivity

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

Reason: In order to ensure the provision of appropriate infrastructure to support the future sustainability of the development, in accordance with Policies ED3 and DES4 of the East Herts District Plan 2018.

#### SUDs Verification Report

20. Prior to the first occupation of the development hereby approved, a detailed Verification Report (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme) shall be submitted to and approved in writing by the Local Planning Authority. The Verification Report shall include a full set of 'as built' drawings plus photographs of excavations (including soil profiles/horizons), any installation of any surface water drainage structures and control mechanisms.

Reason: To ensure that the highest standards of sustainable drainage are provided, in accordance with Policy WAT5 of the East Herts District Plan 2018.

#### Barleymead Way Access

21. Prior to the first occupation of the development hereby approved, the vehicular access from Barleymead Way shall be completed, in accordance with drawing number: ITS19216-GA-001 Rev P. This shall include vertical alignment and visibility, as illustrated on this plan. Thereafter, the vehicular access shall be retained in this condition.

Reason: To ensure satisfactory access into the site, in accordance with Policy TRA2 of the East Herts District Plan 2018.

Footpath and Cycle Path Accesses

22. Prior to the first occupation of the development hereby approved, additional plans shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, which illustrate the detailed engineering designs and construction of:
- i. the footpath/cycle path accesses onto Standon Hill and associated highway works, as shown on drawing number: ITS19216-GA-004 Rev M; and
  - ii. the emergency vehicular access onto Standon Hill and associated highway works, as shown on drawing number: ITS19216-GA-004 Rev M.

Thereafter, no dwellings shall be occupied until these works are constructed and completed, in accordance with the approved details. The approved accesses shall be provided with visibility splays, as shown on drawing number: ITS19216-GA-004 Rev M, which shall be permanently retained with no obstruction to visibility between 600 millimetres and 2 metres above the adjacent carriageway level.

Reason: To ensure that the pedestrian/cycle access are safe, in accordance with Policy TRA2 of the East Herts District Plan 2018.

Highway Works (Standon Hill/South Road)

23. Prior to the first occupation of the development hereby approved, additional plans shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, which illustrate the detailed engineering designs and construction of the proposed footway/cycleway along Standon Hill/South Road, as shown on drawing numbers: ITS19216-GA-004 Rev M and ITS19216-GA-005 Rev J. This shall include:

- i. a shared footway/cycleway of 3 metres width, on the northern side of Standon Hill, from the Barleymead Way/Standon Hill junction; and
- ii. pedestrian dropped kerbs and tactile paved crossing points at the junctions of Hammarsfield Close/Standon Hill, South Road/Standon Hill, South Road/Saffron Meadow and South Road/Southfields.

Thereafter, no dwellings shall be occupied until these works are constructed and completed, in accordance with the approved details.

Reason: In the interests of encouraging sustainable modes of travel and to ensure the safety of the users of the shared footway/cycleway, in accordance with Policies TRA1 and TRA2 of the East Herts District Plan (2018).

#### Highway Works (Cambridge Road)

24. Prior to the first occupation of the development hereby approved, additional plans shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, which illustrate the detailed engineering designs and construction of pedestrian dropped kerbs and tactile paved crossing points, along with levelling measures, at the junctions of Cambridge Road/Cambridge Court and Cambridge Road/Shenleys, as shown on drawing number: ITS19216-GA-008. Thereafter, no dwellings shall be occupied until these works are constructed and completed, in accordance with the approved details.

Reason: In the interests of encouraging pedestrian movements, in accordance with Policy TRA1 of the East Herts District Plan 2018.

#### Electric Vehicle Charging Points

25. Prior to the first occupation of the development hereby approved, details of the siting, type and specification of electric vehicle charging points (EVCPs), together with details of the energy sources and a management plan for the supply/maintenance of the EVCPs, shall be submitted to and approved in writing by the Local Planning Authority. All EVCPs shall be installed in accordance with the approved details and permanently maintained and retained thereafter. No dwelling shall be occupied until the EVCP serving that dwelling has been installed.

Reason: To encourage the use of electric vehicles, in accordance with Policies DES4 and TRA1 of the East Herts District Plan 2018.

Air Source Heat Pumps

26. Prior to the first occupation of the development hereby approved, details of the specification and siting of the proposed air source heat pumps shall be submitted to and approved in writing by the Local Planning Authority. No dwelling hereby approved shall be occupied until the air source heat pumps serving that dwelling have been installed, in line with the approved details.

Reason: To enable the Local Planning Authority to consider noise impacts from air source heat pumps and to secure the provision of renewable technologies, in accordance with Policies DES4, CC2 and EQ2 of the East Herts District Plan 2018.

External Lighting

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

Reason: In order to ensure inappropriate light pollution does not occur, in line with Policy EQ3 of the East Herts District Plan 2018.

Fire Hydrants

28. Prior to the first occupation of the development hereby approved, a scheme for the provision of fire hydrants shall be submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the fire hydrants have been installed as approved. Thereafter, the fire hydrants shall be retained in their approved form.

Reason: To ensure fire safety, in line with Building Regulations and Policy DES5 of the East Herts District Plan 2018.

Play Spaces

29. Prior to the first occupation of the development hereby approved, details of at least one Locally Equipped Area for Play (LEAP) and one Local Area for Play (LAP) shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- a site plan showing the detailed layout of the play spaces;
- scaled drawings of new play equipment/furniture;
- scaled drawings of any boundary treatments; and



- information on any surface coverings.

No dwelling shall be occupied until the LEAP and LAP have been installed in accordance with the approved details.

Reason: To ensure the provision of high-quality play spaces, in accordance with Policies DES4 and CFLR1 of the East Herts District Plan 2018.

#### Landscaping

30. Prior to the first occupation of the development hereby approved, full landscaping details shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- Hard surfacing materials;
- Soft landscaping proposals;
- Retained landscape features;
- Planting plans detailing schedule of plants, species, planting sizes and density of planting;
- Areas for community gardens for food growing / edible landscaping; and
- An implementation timetable.

Thereafter, the site shall be landscaped in full accordance with the approved details and implementation timetable.

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

#### Landscape Maintenance

31. Prior to the first occupation of the development hereby approved, a schedule of landscape maintenance for a minimum period of five years, following completion of the approved development, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the landscaping shall be maintained, in accordance with the approved schedule.

Reason: To ensure the maintenance of landscaping, in accordance with Policy DES3 of the East Herts District Plan 2018.

#### Species Enhancement Plan

32. Prior to first occupation of the development hereby approved, a Species Enhancement Plan for swifts, birds, bats and hedgehogs shall be

submitted to and approved in writing by the Local Planning Authority. This Species Enhancement Plan shall provide details of the location, number and type of enhancements and shall be informed by the Ecological Assessment (Prepared by: Ecological Solutions, Reference: 11678.EcoAss.vf, Dated: February 2025). Thereafter, no dwelling shall be occupied until the features/enhancements have been installed in accordance with the approved details. The approved features/enhancements shall be retained for the lifetime of the development.

Reason: To create opportunities for wildlife, in accordance with Policy NE3 of the East Herts District Plan 2018.

#### Housing Mix

33. Concurrent with the submission of reserved matters, the housing mix shall be submitted to and agreed in writing with the Local Planning Authority. This shall include a schedule of the mix of house types and sizes to be provided within the reserved matters, which shall take account of the latest Strategic Housing Market Assessment, the Standon Parish Neighbourhood Plan 2019 and any additional up-to-date evidence, unless otherwise agreed. The approved details shall be adhered to in the reserved matters applications.

Reason: To ensure that an adequate mix of housing by unit/tenure/position is provided, in accordance with Policies HOU1 and HOU3 of the East Herts District Plan 2018.

#### Levels

34. The detailed plans submitted in connection with approval of reserved matters shall show the existing and proposed ground levels of the site, relative to adjoining land, together with slab levels and ridge heights of the proposed buildings. Thereafter, the development shall be constructed in full accordance with the approved details.

Reason: In the interests of high quality design and to enable the Local Planning Authority to retain control over the resultant land levels, in accordance with Policies DES2 and DES4 of the East Herts District Plan 2018.

#### Means of Enclosure/Boundary Treatments

35. Prior to first occupation of the development hereby approved, details of all means of enclosure and boundary treatments within the development shall be submitted to and approved in writing by the Local

Planning Authority. This shall include boundary treatments to delineate public space and private defensible space, any low rising fencing or enclosures to attenuation/retention basins, as well as the boundaries of the site. Thereafter, the development shall be constructed in full accordance with the approved details. No dwelling shall be occupied until all the means of enclosure for the relevant dwelling have been installed.

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

#### Internal Road Layouts

36. The detailed plans submitted in connection with approval of reserved matters shall show:
- The details of all hard-surfaced areas within the site. This shall include, but is not limited to, all roads, footways, forecourts, driveways, parking areas and turning areas.
  - The level of footway and carriageway visibility from each individual vehicular access and the level of visibility from and around each main junction within the site. These junctions/accesses shall be permanently retained with no obstruction to visibility between 600 millimetres and 2 metres above the adjacent carriageway level; and
  - That service vehicles, including refuse/emergency vehicles, can safely and conveniently access and route through the site, to include the provision of sufficient turning and operating areas.

No dwellings shall be occupied until these features have been provided and thereafter these features shall be retained in accordance with the details approved.

Reason: In order to provide appropriate visibility and manoeuvring areas within the site, in accordance with Policy TRA2 of the East Herts District Plan 2018.

#### Biodiversity Net Gain

37. The detailed plans submitted in connection with the approval of reserved matters shall take all reasonable steps to deliver the biodiversity net gain, as presented in Biodiversity Net Gain Assessment (Prepared by: Ecological Solutions, Reference: 11678.BNGReport.vf6, Dated: February 2025).

Reason: In the interests of securing biodiversity net gain, in accordance with Policies NE2 and NE3 of the East Herts District Plan 2018.

Cycle Parking

38. Prior to the first occupation of the development hereby approved, full details of the design and siting of cycling parking facilities, including quantity of cycle parking spaces, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, no dwelling shall be occupied until the cycle parking facilities for that dwelling have been provided in full accordance with the approved details. The approved cycle parking spaces shall be retained for the lifetime of the development.

Reason: To encourage the adoption of cycling as a sustainable mode of transport, in accordance with Policies TRA1 and TRA3 of the East Herts District Plan 2018.

Refuse Stores

39. Prior to the first occupation of the development hereby approved, full details of the design and siting of all refuse stores shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, no dwelling shall be occupied until the refuse stores have been provided in full accordance with the approved details.

Reason: To ensure adequate refuse storage is provided, in accordance with Policy DES4 of the East Herts District Plan 2018.

Parking Spaces

40. Prior to the first occupation of any dwelling hereby approved, the approved parking spaces for that dwelling shall be provided in full.

Reason: To ensure the provision of an appropriate level of parking, in accordance with Policy TRA3 of the East Herts District Plan (2018).

Space Standards

41. The detailed plans submitted in connection with the approval of reserved matters shall demonstrate that all of the proposed dwellings hereby approved will be designed and constructed to, as far as practicable, meet or exceed the standards contained within the Technical Housing Standards - Nationally Described Space Standards (2015) (or any subsequent replacement).

Reason: To ensure reasonable living standards, in accordance with Policy DES4 of the East Herts District Plan 2018 and Section 12 of the National Planning Policy Framework 2024.

Accessible and Adaptable Dwellings

42. All dwellings within the development (except those completed to M4(3) requirements) hereby approved shall be completed in compliance with Building Regulations Optional Requirement Part M4(2) 'accessible and adaptable dwellings' (or any subsequent replacement) prior to first occupation and shall be retained as such thereafter.

Reason: To ensure that the proposed development is adequately accessible for future occupiers, in accordance with Policy HOU7 of the East Herts District Plan 2018.

Wheelchair User Dwellings

43. At least 10% of all dwellings within the development hereby approved shall be completed in compliance with Building Regulations Optional Requirement Part M4 (3) 'wheelchair user dwellings' (or any subsequent replacement) prior to first occupation and shall be retained as such thereafter.

Reason: To ensure that the proposed development is adequately accessible for future occupiers, in accordance with Policy HOU7 of the East Herts District Plan 2018.

Tree and Hedge Retention

44. 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, or any subsequent relevant British Standard, 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 Policies DES3 and NE3 of the East Herts District Plan 2018.