

MINUTES OF A MEETING OF THE  
DEVELOPMENT MANAGEMENT COMMITTEE  
HELD IN THE COUNCIL CHAMBER,  
WALLFIELDS, HERTFORD ON WEDNESDAY  
12 MARCH 2025, AT 7.00 PM

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PRESENT: Councillor S Watson (Chair)  
Councillors V Burt, R Carter, S Copley,  
I Devonshire, J Dunlop, Y Estop, G Hill,  
S Marlow and T Stowe

ALSO PRESENT:

Councillors V Glover-Ward and G Williams

OFFICERS IN ATTENDANCE:

Jackie Bruce	- Section 106 Programme Manager
Neil Button	- Interim Development Management Team Leader
Rachel Lee	- Legal Adviser
Peter Mannings	- Committee Support Officer
James Mead	- Planning Officer
Amit Patel	- Principal Officer– Development Management
Martin Plummer	- Service Manager (Development Management and Enforcement)

ALSO IN ATTENDANCE:

Matthew Armstrong - Hertfordshire Highways

George Fermer - Hertfordshire Highways

375 APOLOGIES

Apologies for absence were submitted from Councillors R Buckmaster and A Holt. It was noted that Councillor S Bull was substituting for Councillor Buckmaster.

376 CHAIR'S ANNOUNCEMENTS

The Chair introduced himself, the Vice-Chair and the Officers and the Executive Member for Planning and Growth. He reminded Members and Officers to use their microphones as the meeting was being webcasted.

377 DECLARATIONS OF INTEREST

There were no declarations of interest.

378 MINUTES - 22 JANUARY 2025

Councillor Devonshire proposed and Councillor Estop seconded, a motion that the Minutes of the meeting held on 22 January 2025 be confirmed as a correct record and signed by the Chair.

After being put to the meeting and a vote taken, the motion was declared CARRIED.

**RESOLVED** – that the Minutes of the meeting held on 22 January 2025, be confirmed as a correct record, and signed by the Chair.

379 3/24/1457/OUT - OUTLINE PLANNING APPLICATION FOR UP TO 91 DWELLINGS (INCLUDING AFFORDABLE HOMES) WITH ALL MATTERS RESERVED APART FROM ACCESS AT LAND NORTH OF STANDON HILL (CAFE FIELD), PUCKERIDGE, HERTFORDSHIRE

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The Head of Planning and Building Control recommended that in respect of application 3/24/1457/OUT, planning permission be granted subject to the conditions set out at the end of the report, and subject to the completion of a Section 106 legal agreement.

The Principal Planning Officer highlighted the location of the site adjacent to but outside of the village boundary of Standon and Puckeridge, which was designated as a group one village in the District Plan. Members were advised that the location of the site outside of the village boundary meant that the land was part of the rural area beyond the green belt.

The Principal Planning Officer presented a series of plans, visuals, and detailed elevation drawings. He set out the services and facilities that were available in the vicinity of the site and explained that the site was screened by vegetation along the highway verge of the A120 and was also screened by vegetation along the southern site boundary.

The Principal Planning Officer detailed the key features of the application and talked about the changing land levels within and around the site. He detailed the location of the proposed vehicular access and emergency vehicular access and talked about biodiversity net gain and flood risk.

The Principal Planning Officer detailed the relevant planning history and said that the application would deliver a new and upgraded shared footway and cycleway. He set out in detail the key issues for Members to consider when determining the application and referred the Committee to the published late representations summary.

Lorea Johnston addressed the committee in support of the application. Jacqueline Veater addressed the

committee on behalf of Standon Parish Council. Members asked questions and points of clarification of the speakers.

Councillor Bull asked about how the public and private transport infrastructure was to be improved in that particular development. The Principal Planning Officer explained that the heads of terms of the Section 106 legal agreement had identified £250,000 to go towards bus services.

Matthew Armstrong, Hertfordshire Highways, said that the £250,000 was to improve bus services in the vicinity, and this figure was calculated on the basis of £50,000 per year over 5 years and the idea was to enhance weekend services.

Councillor Copley asked for some clarity as to the viability of the cycle path. George Fermer, Hertfordshire Highways, explained that the existing lane was only to South Road. He said that following discussions with the developer, this path would go from the development site to South Fields and there would be drop kerb crossings over the side roads and there would be a buffer zone between the highway, the kerb and the cycle way and this buffer would range from minimum of 0.5m up to a 1m buffer zone. Members were advised that there would be a pedestrian rail at the emergency access to prevent access to the highway. There would also be a grass verge and a foliage adjacent to the A120, and the cycleway would link to local facilities in the town.

Matthew Armstrong, Hertfordshire Highways, explained that the proposed works to the cycle lane did comply with the department for transport good practice cycle guidance (LTN120). He said that Officers were satisfied that this was a suitable safe provision.

Councillor Carter mentioned the traffic pressure on the A120 and the need for more than a grass verge buffer should a vehicle leave the road. She asked about the width of the A120 carriageway in this location. George Fermer, Hertfordshire Highways, said that there was no design for how wide or narrow a carriageway is on the basis of a buffer zone. He advised that buffer zones were implemented based upon the speed of the road. Members were advised that all the buffer zones for the speed limits for the A120 had been met in respect of LTN120, the road was straight with no overtaking allowed.

Councillor Stowe referred to the drawings and the access from Barley Mead Way as not actually finalised. He commented on whether the emergency access would have to be used if the main access was not agreed with the landowner. The Principal Planning Officer said that the emergency access would be just an emergency access, and this was conditioned. Members were advised that the approved plans included a plan that showed the access from Barley Mead Way into the site.

The Interim Team Leader (Strategic Applications Team) confirmed that Members were being asked to approve the point of access to the development site. Members were not being asked to consider and approve a detailed highways plan.

Councillor Estop said that this site had not been allocated in the District Plan from 2018 and questioned why this land had not allocated as there had been some in principle agreements and road ready to be used. The Principal Planning Officer said that the District Plan had identified enough housing to meet the need in 2018. He said that matters had moved on since 2018 and the NPPF had been updated. Members were advised that a new standard method had been implemented that had increased the housing need in East Herts and the titled

balance was engaged as there was not currently a 5-year housing land supply and the titled balance was engaged.

The Interim Team Leader (Strategic Applications Team) said that there was a hierarchy of development in the 2018 District Plan, and this promoted development in sustainable locations within the towns and limited development in the villages.

Councillor Stowe asked about the arrangements for the bollards at the emergency access in terms of how the bollards could be removed for emergency access. Matthew Armstrong, Hertfordshire Highways, explained that the bollards were of a type where emergency services had the key to remove them. He explained that the look of the access would make it clear that it was not the main access.

Councillor Burt referred to the biodiversity uplift and the orchard and the green spaces, and asked who would be maintaining these spaces and owning that land. The Interim Team Leader (Strategic Applications Team) explained that there would be a management company to look after the open spaces. The Principal Planning Officer explained that the Section 106 legal agreement included details of the stewardship and maintenance of the landscaped areas.

Members were advised that Standon Neighbourhood Plan contained policies that required open spaces to be maintained by a management company on new developments. The Interim Team Leader (Strategic Applications Team) explained that the service charges would have to be set at an affordable level for the affordable housing.

The Section 106 Programme Manager explained that East Herts Council no longer adopted play areas and open spaces, and this would be down to a stewardship scheme

to maintain those spaces. The Legal Advisor said that there was RICS national institute guidance about how estate service charges were calculated. She said that purchasers of new units would be alert to how this regime would work.

Councillor Estop expressed a number of concerns regarding this being an outline application. She said that the extensive objections related to the reserved matters stage of the process. The Legal Adviser said that the Committee must determine the application that was before them. She said that in law and statute procedure, outline applications had to be determined as they were submitted.

Councillor Dunlop commented on the loss of good grade agricultural land and referred to the carbon impact of importing produce and the increase of 7 tonnes of carbon dioxide per crop. He referred to the declared climate emergency.

The Principal Planning Officer said that he had acknowledged the loss of agricultural land and officers had attributed some negative weight to this in the planning balance. He said that the carbon footprint impacts of losing agricultural land were not covered in the District Plan.

Councillor Watson proposed, and Councillor Marlow seconded, a motion that application 3/24/1457/OUT be granted planning permission subject to a Section 106 legal agreement and the conditions set out at the end of the report.

After being put to the meeting and a vote taken, the motion was declared CARRIED.

**RESOLVED** – that application 3/24/1457/OUT be granted planning permission subject to a Section

106 legal agreement and the conditions set out at the end of the report.

At this point in the meeting (20:11), Councillor Watson proposed, and Councillor Dunlop seconded, a motion for a 5-minute adjournment. After being put to the meeting and a vote taken, the motion was declared CARRIED.

**RESOLVED** – that the meeting be adjourned for 5 minutes from 8:11 pm to 8:16 pm.

The meeting reconvened at 8:20 pm.

380 3/22/2321/FUL - DEMOLITION OF CARE HOME. ERECTION OF A 52 BEDROOMED CARE HOME, WITH HARD AND SOFT LANDSCAPING, VEHICLE PARKING, AND ASSOCIATED WORKS AT CAMELLIA HOUSE CARE HOME, 34 - 36 HOE LANE, WARE, HERTFORDSHIRE, SG12 9NZ

The Head of Planning and Building Control recommended that in respect of application 3/22/2321/FUL, planning permission be granted subject to a suitable legal agreement and subject to the conditions set out at the end of the report.

The Planning Officer highlighted the location of the site and presenting a series of elevation drawings for the existing care home and the plan drawings for the replacement 52 bedroomed care home. He summarised the key features of the application and set out in detail the main issues for Members to consider when determining the application.

Philip Bond addressed the committee in objection to the application. Tom Edmunds and Ben Garlick spoke for the application. Councillor Williams addressed the committee in respect of his concerns as the local ward Member.



Councillor Devonshire asked what would happen to the residents in the care home during the construction phase. The Planning Officer confirmed that the care home was sitting empty on his most recent visit a week ago.

Councillor Estop said that there was a conservation issue in respect of the relationship to the listed building. She referred in particular to the materials of the listed building. The Planning Officer summarised the materials in place at Highfield Lodge, which were very similar to the existing care home. Councillor Stowe said that he observed a slate roof, and bricks were of a type that was made locally.

Councillor Stowe said that regarding conditions 7 and 16, would this include using some of the demolition materials back on the site where possible. The Planning Officer said that condition 7 would be more related to reusing materials as this matter had to be agreed with the County Council waste team. Members were advised condition 16 was more to do with the proper disposal of materials so that they were disposed of in an ad hoc manner.

Councillor Hill asked for was given some clarity in respect of the advantages of the new care over the old one that was due to be demolished. The Planning Officer answered a number of questions from Members in respect of conditions.

Councillor Watson asked about the considerations in respect of angled windows, obscured glazing, and the issue of overlooking. The Planning Officer said that trees were already planted within Highfield Lodge and the windows were facing towards the rear of the site and were facing away from the overlooking towards the private amenity area.

Councillor Carter commented on condition 36 and swift bricks and the suggestion from various wildlife

organisations that this should be strengthened so that details of integral swift bricks and bat boxes were provided before any above ground development took place.

The Interim Team Leader (Strategic Applications Team) that it would be reasonable to request that details of integral swift bricks prior to commencement of above ground development. He said that Officers were looking at a set of words that might require them to be constructed prior to the construction of the roof level.

Councillor Copley asked about safety issues that had been raised by Councillor Williams as the local ward Member. The Planning Officer said that the highways authority was consulted on the application and their comments had not included any objections subject to the conditions, and in particular a condition for a construction management plan prior to any demolition or construction works taking place.

Councillor Devonshire asked if the matter of the access to Presdales School be added into construction management plan, in reference to the twice daily influx of pupils entering and leaving the school on foot, cycling and by car.

The Legal Advisor said that, in reference to condition 3 regarding the construction traffic management plan, there was a requirement or a parameter of that plan that would have to be approved in respect of the hours of operation and the movement of construction vehicles.

The Interim Team Leader (Strategic Applications Team) said that the wording of condition 3 could be amended to cover the management of traffic to reduce congestion, and this could include wording to minimise disruption during school drop off and pick up times.

Councillor Watson referred to SUDS and was there any consideration in respect of Hoe Lane and hard surfaces causing extensive run off down Hoe Lane during heavy rain. The Planning Officer said that the Lead Local Floor Authority had been consulted and the site was located in flood zone 1 where there was a low-level flood risk. The LLFA had recommended conditions regarding surface water drainage and details would have to be submitted by the applicant would have to provide further details of the SUDs management systems for the site before any development could move forward.

The Interim Team Leader (Strategic Applications Team) said that condition 31 covered flood emergency and evacuations plans which must be submitted to and approved in writing by the Local Planning Authority.

Councillor Devonshire proposed, and Councillor Stowe seconded, a motion that application 3/22/2321/FUL be granted planning permission subject to a suitable Legal Agreement and subject to the conditions set out at the end of the report, and subject to the following amended conditions:

3. Prior to the commencement of the development, a 'Construction Traffic Management Plan' shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The 'Construction Traffic Management Plan' shall identify details of:
  - the phasing of construction and proposed construction programme.
  - the methods for accessing the site, including wider construction vehicle routing.

- the numbers of daily construction vehicles including details of their sizes, at each phase of the development.
- the hours of operation and construction vehicle movements.
- details of any highway works necessary to enable construction to take place.
- details of construction vehicle parking, turning, and loading/unloading arrangements clear of the public highway.
- details of any hoardings.
- details of how the safety of existing public highway users and existing public right of way users will be maintained.
- management of traffic to reduce congestion.
- control of dirt and dust on the public highway, including details of the location and methods to wash construction vehicle wheels, and how it will be ensured dirty surface water does not runoff and discharge onto the highway.
- the provision for addressing any abnormal wear and tear to the highway.
- the details of consultation with local businesses or neighbours.
- the details of any other Construction Sites in the local area.
- waste management proposals.
- signage
- Details of Servicing and Delivery arrangements in respect of the construction and demolition works to ensure these activities do not hinder the flow of traffic on the public highway and are considerate of the operational hours of the neighbouring schools (including Presdales School) particularly in the morning and afternoon drop-off and pick up times.

Reason: To ensure public safety during construction and highway safety for all users within the vicinity of

the development, including the schools nearby, in accordance with policy TRA2 of the East Herts District Plan (2018) and guidance in the NPPF.

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

shall be fully assessed in an appropriate remediation scheme which shall be submitted to and approved in writing by the local planning authority.

5. A validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology shall be submitted prior to [first occupation of the development/the development being brought into use]. Details of any post-remedial sampling and analysis to demonstrate that the site has achieved the required clean-up criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.

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

36. Prior to above ground works of any unit hereby approved bird and bat boxes shall be provided along with other works to secure potential for increased biodiversity within the site, in accordance with details that are to be submitted to and agreed in writing by the Local Planning Authority. All integrated bird and bat boxes will be installed before any part of the roof of the building is constructed which includes the fitting of any cappings or copings, roof ties, roof trusses or rafters according to construction method.

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

After being put to the meeting and a vote taken, the motion was declared CARRIED.

**RESOLVED** – that application 3/22/2321/FUL be granted planning permission subject to a suitable legal agreement and subject to the conditions set out at the end of the report, and subject to the following amended conditions:

3. Prior to the commencement of the development, a 'Construction Traffic Management Plan' shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The 'Construction Traffic Management Plan' shall identify details of:
  - the phasing of construction and proposed construction programme.
  - the methods for accessing the site, including wider construction vehicle routing.
  - the numbers of daily construction vehicles including details of their sizes, at each phase of the development.
  - the hours of operation and construction vehicle movements.
  - details of any highway works necessary to enable construction to take place.
  - details of construction vehicle parking, turning, and loading/unloading arrangements clear of the public highway.
  - details of any hoardings.

- details of how the safety of existing public highway users and existing public right of way users will be maintained.
- management of traffic to reduce congestion.
- control of dirt and dust on the public highway, including details of the location and methods to wash construction vehicle wheels, and how it will be ensured dirty surface water does not runoff and discharge onto the highway.
- the provision for addressing any abnormal wear and tear to the highway.
- the details of consultation with local businesses or neighbours.
- the details of any other Construction Sites in the local area.
- waste management proposals.
- signage
- Details of Servicing and Delivery arrangements in respect of the construction and demolition works to ensure these activities do not hinder the flow of traffic on the public highway and are considerate of the operational hours of the neighbouring schools, particularly in the morning and afternoon drop-off and pick up times.

Reason: To ensure public safety during construction and highway safety for all users within the vicinity of the development, including the schools nearby, in accordance with policy TRA2 of the East Herts District Plan (2018) and guidance in the NPPF.

4. The development hereby permitted (except demolition), shall not begin until a scheme to deal with contamination of land/ground gas/controlled



waters has been submitted to and approved in writing by the local planning authority. The scheme shall include all of the following measures, unless the local planning authority dispenses with any such requirement specifically in writing:

1. A Phase I site investigation report carried out by a competent person to include a desk study, site walkover, the production of a site conceptual model and a human health and environmental risk assessment, undertaken in accordance with BS 10175: 2011 Investigation of Potentially Contaminated Sites – Code of Practice.
2. A Phase II intrusive investigation report detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. The report shall include a detailed quantitative human health and environmental risk assessment.
3. A remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end point of the remediation shall be stated, and how this will be validated. Any ongoing monitoring shall also be determined.
4. If during the works contamination is encountered which has not previously been identified, then the additional contamination shall be fully assessed in

an appropriate remediation scheme which shall be submitted to and approved in writing by the local planning authority.

5. A validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology shall be submitted prior to [first occupation of the development/the development being brought into use]. Details of any post-remedial sampling and analysis to demonstrate that the site has achieved the required clean-up criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.

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

36. Prior to above ground works of any unit hereby approved bird and bat boxes shall be provided along with other works to secure potential for increased biodiversity within the site, in accordance with details that are to be submitted to and agreed in writing by the Local Planning Authority. All integrated bird and bat boxes will be installed before any part of the roof of the building is constructed which includes the fitting of any cappings or copings, roof ties, roof trusses or rafters according to

construction method.

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

381 URGENT BUSINESS

There was no urgent business.

The meeting closed at 9.14 pm

Chairman .....
Date .....