Location:	**Land Between Shangri-La And Todds Corner Stevenage Road Todds Green Hertfordshire SG1 2JE**
Applicant:	**Mr A Watts**
Proposal:	**Erection of two detached dwellings with private gardens including landscaping, parking and widening of existing vehicular access off Stevenage Road.**
Ref. No:	25/00949/FP
Officer:	**Tom Rea**

Date of expiry of statutory period: 30th May 2025

Extension of statutory period: 24th August 2025

Reason for Delay: Call in to Committee.

Reason for Referral to Committee: This application has been called-in to Planning Control Committee by Councillor Griffiths on the basis that the site is within the Green Belt and that the application has generated a number of objections and therefore the call-in is in the wider public interest.

1.0 Planning Policy

1.1 North Herts Local Plan 2011- 2031

Policy SP1: Sustainable development in North Hertfordshire
Policy SP2: Settlement Hierarchy and Spatial Distribution
Policy SP5: Countryside and Green Belt
Policy SP6: Sustainable Transport
Policy SP7: Infrastructure requirements and developer contributions
Policy SP8: Housing Policy
SP9: Design and Sustainability
Policy SP12: Green Infrastructure, landscape and biodiversity
Policy T1: Assessment of Transport matters
Policy T2: Parking
Policy HS3: Housing mix
Policy D1: Sustainable Design
Policy D3: Protecting living conditions
Policy D4: Air Quality
Policy NE2: Landscape
Policy NE4: Biodiversity and geological sites
Policy NE7: Reducing flood risk
Policy NE11: Contaminated land

Policy HE4: Archaeology
Policy IMR1: Five Year Housing Land Supply Policy IMR2: Local plan early review

1.2 National Planning Policy Framework 2024
Section 2: Achieving sustainable development
Section 5: Delivering a sufficient supply of homes
Section 9: Promoting sustainable transport
Section 11: Making effective use of land
Section 12: Achieving well-designed places
Section 14: Meeting the challenge of climate change, flooding and coastal change
Section 15: Conserving and enhancing the natural environment

1.3 Supplementary Planning Documents
Vehicle Parking Standards at new development (2011) plus Appendix 4 of the Local Plan. Design Supplementary Planning Document
Sustainability SPD

1.4 Wymondley Neighbourhood Plan

Policy NHE2 Biodiversity
Policy NHE3 Wildlife and Ecology
Policy NHE4 Green Infrastructure Policy
NHE8 Landscaping Schemes
Policy NHE9 Historic Character and Heritage Assets
Policy GB1
Policy FR1 Flood Risk Policy
FR2 Flood Risk Management Policy TM1 Roads

2.0 **Site History**

2.1 None relevant

3.0 **Representations**

3.1 Site Notice / Neighbouring notifications:

3 comments have been received following consultation with the public.

The key issues are summarised below:

- Contrary to the Local Plan
- Inappropriate development in the Green Belt
- Overdevelopment
- Adverse impact on highway safety
- Detrimental impact on the character of the area
- Adverse impact on setting of the listed ‘Thatched Cottage’
- Adverse impact on residential amenity of adjacent houses

3.2 Consultees:

Wymondley Parish Council: Object on the basis of the following concerns:

- The land is Green Belt.
- No very special circumstances have been demonstrated to allow the development
- No infilling is allowed as it is a hamlet not a village
- The particular land allows through views which provide the hamlet with wide open and distant country views
- Approval based on re designation as a village would be a very dangerous president across the district
- The local residents are opposed as the houses would block their views of the countryside an intrinsic aspect of the hamlet.
- There is some risk of adjoining properties being overlooked and the streetscape being diminished with parked cars

Hertfordshire Highways: Raises no objection subject to a condition and informatives.

NHDC Ecologist: No ecological objections. Recommends conditions relating to Habitat Management & Monitoring, Ecological enhancements and Biodiversity Net Gain

NHDC Environmental Health:
Contamination - Recommends conditions
Noise – Recommends a condition
Air Quality – Recommends an EV charging condition

NHDC Waste Service:
Provides advice on waste storage and collection points / carrying distances

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 The application site (total area 1913 sq metres) is located on the west side of Stevenage Road within the settlement of Todds Green. The site contains a small shed and stable and the land is used as a horse paddock. The site, as well as all of Todds Green is located within the Green Belt.

4.1.2 The site lies between two residential properties – Todds Corner Green to the north and Shangri-La to the south. Opposite the site to the east are several other properties including ‘Thatched Cottage’ a grade 2 listed building. The site has a field gate access onto Stevenage Road, a classified highway which runs south into Fishers Green and Stevenage. There are no public rights of way across the application site however there is footpath access from Todds Green into Fishers Green.

4.2 **Proposal**

4.2.1 The proposed development is for the erection of two detached two storey dwellings including access, landscaping and parking

4.2.2 The proposals include the following detail:

- Erection of two detached, two story dwellings with habitable accommodation within the roofspace.
- The houses would be served by the existing vehicular access proposed to be widened.
- The design of the dwellings would be similar to the Edwardian character of several of the houses in Todds Green with traditional materials including red brick and painted render.
- The layout would retain a vehicular access to the paddock land to the rear western land also under the ownership of the applicant.
- An area would be set aside beyond the formal gardens to the properties for planting in order to facilitate a biodiversity net gain.
- Hardsurfacing would include tarmac and block paving.

The application is accompanied by the following reports:

- Planning and Heritage statement
- Arboricultural Assessment
- Environment Agency Flood Map for the site
- Ecological Impact Assessment
- Sustainability and Energy report
- Transport note

4.3 **Key Issues**

4.3.1 The key issues for consideration are as follows:

- The Principle of Development
- Impact on character and appearance of the area
- Sustainability
- Impact on Heritage assets
- Living Conditions
- Landscaping and ecology
- Highway and parking matters
- Environmental matters
- Planning Balance

4.3.2 **Principle of development**

4.3.3 The application site comprises a large plot previously used as paddock land with a field gate access onto Stevenage Road. Although there are houses to the north, south and opposite to the east the site is outside of any settlement boundary identified in the North Herts Local Plan (NHLP) and is within the Green Belt.

4.3.4 Paragraph 142 of the Framework attaches great importance to Green Belts. It states the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land

permanently open and identifies the essential characteristics of Green Belts are their openness and their permanence.

4.3.5 Policy SP5 ('Countryside and Green Belt') of the NHLP states that the Council *'will only permit development proposals in the Green Belt where they would not result in inappropriate development or where very special circumstances have been demonstrated'* and this policy reflects paragraph 153 of the National Planning Policy Framework (NPPF) which resists inappropriate development in the Green Belt.

4.3.6 Paragraph 154 of the NPPF does set out various forms of development that are an exception to inappropriate development and this includes criterion e) limited infilling in villages.

4.3.7 In addition to the above, paragraph 155 of the NPPF identifies further circumstances where development is not inappropriate in the Green Belt. Paragraph 155 states the development of homes should not be regarded as inappropriate where (a) the development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan; (b) there is a demonstrable unmet need for the type of development proposed; (c) the development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of the Framework; and (d) where applicable the development proposed meets the 'Golden Rules' requirements set out in Framework paragraphs 156-157.

4.3.8 <u>Whether the proposals constitute limited infilling in a village</u>

4.3.9 The term 'limited, infilling and village are not defined in the NPPF or the NHLP. The question of whether Todds Green can be regarded as a village has been queried by the Parish Council however Todds Green has a similar number of dwellings as Great Wymondley which is identified as a category B village in the North Herts Local Plan (although it has a pub, village hall and church).

4.3.10 Stevenage Borough Council have taken the view, in granting outline permission for 5 dwellings off Old Chantry Lane (SBC ref: 24/00196/OP), that their site should 'be treated as limited infilling within the village of Todds Green'. SBC have also granted planning permission for 17 dwellings at the Courtlands Riding Stables on the basis that it was previously developed land but also falling within the village of Todds Green such that paragraph 154 e) also applied. SBC also consider that the Franklin Park development (133 homes) substantively extended the village to the south.

4.3.11 Regardless of the view of the adjoining authority over the status of Todds Green as a village the application site can accommodate 2 dwellings on plot sizes similar to others in the settlement and as located between two existing dwellings the development proposal could be regarded as both limited in the number of proposed dwellings and it would utilise a modest gap between existing development. Therefore, it is considered that the development is consistent with the wording of 'limited infilling'

4.3.12 Todds Green comprises a typically linear built up frontage with some in depth development (such as the Courtlands site and the small industrial estate on the eastern side and that south of Shangri-La). Many of the residential plots border open agricultural fields / grazing land. In this case the application site is contiguous with the village linear pattern, fronting the main through road and its frontage framed around a roundabout junction. It is flanked by residential houses to the north and south and there is residential development opposite. It is considered that the site has a greater affinity to the village area than the rural landscape beyond to the west. The proposed houses themselves would appear as part of the built-up frontage with no perception of

separation or intervening open ground. It is therefore considered that the site would lie within the village for the purposes of the assessment under paragraph 154 e) of the Framework.

4.3.13 Consequently, the proposed development of two dwellings would constitute limited infilling in a village in accordance with exception e) of paragraph 154 of the Framework. However, given that Todds Green is not identified as a settlement within the adopted local plan it is appropriate to consider the proposal against paragraph 155 of the Framework including whether the development would utilise grey belt land.

4.3.14 Whether the site could be regarded as grey belt land

4.3.15 The Framework defines 'grey belt' as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143, and excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development. Purpose (a) is to check the unrestricted sprawl of large built-up areas; (b) is to prevent neighbouring towns merging into one another and (d) is to preserve the setting and special character of historic towns.

4.3.16 As described above the application site is contained by existing development to the north, south and east and forms part of the linear character of the village. The development would not result in the unrestricted sprawl of large built-up areas, the merging of towns, nor affect the setting and special character of historic towns. Therefore, it is concluded that the site does not strongly contribute to purposes (a), (b) and (d) of paragraph 143 of the Framework. In addition, the proposal would not affect areas or assets in footnote 7 of the Framework (other than Green Belt). An assessment of the impact on heritage assets is given below. The proposal, in my opinion, would therefore utilise grey belt land.

4.3.17 The density of the development would be similar to the prevailing density of development in the locality and the street scene drawing (TM/TG/008) demonstrates that the scale, spatial quality and visual impact of the scheme would be similar to that nearby. There would however be built form across the site where there currently is none and this would be in addition to hardstanding and domestic features that would intensify the use of the site. The spatial impact of the development on Green Belt openness would therefore be greater than the existing undeveloped nature of the site and there would be a greater visual impact.

4.3.18 The site is screened to some extent by boundary vegetation along the north and south boundaries. Views of the development would be mainly experienced from passing vehicles and pedestrians but in terms of long distance views towards the village the development would be subsumed against the backdrop of existing residential development as well as the commercial development to the south.

4.3.19 It is acknowledged that the spatial and visual impacts of the development would result in some moderate harm to openness. However, the development would utilise grey belt land and would not fundamentally undermine the purposes, taken together, of the remaining Green Belt across the planning authority's area. Therefore, the proposal would comply with criterion (a) of Framework paragraph 155.

4.3.20 North Herts District Council cannot demonstrate a five-year supply of housing delivery (currently 3.9 years). Consequently, for the purposes of criterion (b) of Framework

paragraph 155, there is a demonstrable unmet need for the type of development proposed.

4.3.21 The bus service through the village is limited and future occupants of the proposed dwellings would need to travel to meet their day to day needs. The nearest facilities are within Symonds Green (local shops and health centre) and Corys Mill (Sainsburys supermarket and petrol station) and Little Wymondley (pubs, church and primary school). However, paragraph 110 of the Framework recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas.

4.3.22 There would be only a limited number of vehicular movements associated with the development of two dwellings, sufficient parking can be provided on site and the highway authority do not object to the development. It would seem that the proposal would not have any significant impacts on the capacity of the transport network, congestion, or highway safety.

4.3.23 Given the above the proposal would be in a sustainable location, as required by criterion (c) of Framework paragraph 155, that fulfils the requirements of paragraphs 110 and 115 of the Framework.

4.3.24 The proposed development is not major development, and therefore the requirement of criterion (d) of Framework paragraph 155 to satisfy the 'Golden Rules' are not applicable to this development.

4.3.25 As set out above, the proposal would utilise grey belt land, there is a demonstrable unmet need for housing, and the development would be in a sustainable location. The Golden Rules are not applicable. The proposal would therefore satisfy criteria (a)-(d) of paragraph 155 of the Framework. Consequently, the proposed development would not be inappropriate development within the Green Belt.

4.3.26 **Impact on Character and Appearance**

4.3.27 The pattern of development in Todds Green is mainly linear with most development comprising detached or semi-detached dwellings fronting Stevenage Road although there is some in depth development extending the settlement behind the built frontage such stables and equestrian facilities and the two small industrial unit sites on both the east and west side of the village. The application site is the only gap in the almost continuous built up frontage through the village.

4.3.28 Most of the dwellings have parking located towards the front of the plots facing Stevenage Road set behind boundary walls and hedgerow. The properties along Stevenage Road are mostly two storey and vary in age however most display traditional architectural features such as gable roofs and projecting gables, decorative timber framing and chimneys. Common external materials include plain roof tiles, red brickwork and painted render. The extensive use of hedgerow through the village softens to some extent the built up character.

4.3.29 The development proposals would be consistent with the linear character of the village. The two dwellings would follow a similar building line and be of a similar two storey scale as the dwellings that flank the north and south boundaries and present their main elevations to the road in keeping with other dwellings in the vicinity with a parking area set behind a new hedgerow feature plus additional tree planting. In terms of design the dwellings would follow the Edwardian character of several of the older houses located along the western side of Stevenage Road using similar materials and external finishes. A significant gap would be maintained between the dwellings that would provide views through the site to open land to the west and this together with new

frontage planting and biodiversity planting area to the rear of the houses would integrate the proposal with the rural surroundings.

4.3.30 The current undeveloped nature of the site is mainly experienced at the roundabout junction by passing traffic and pedestrians. However, the site has no particular landscape features being mainly open paddock land devoid of trees. Overall there would be some diminishment of the open character of the site however the proposed development would retain significant gaps between and either side of the dwellings and this, together with new planting, would limit the urbanising influence of the scheme on the character and appearance of the area. Considering the built residential form either side and opposite the site together with the existing street lamps, roundabout and road infrastructure it is considered that the proposals would not be in conflict with Local Plan Policies SP9 and D1 which support development that is well designed and responds positively to its local context.

4.3.31 **Sustainability**

4.3.32 The application site is in a rural location where the range of shops or other facilities is limited. However, the site is close to Little Wymondley which has some facilities including pubs and a primary school as well as Stevenage which has a large range of community facilities and services. There is also a bus service through the village and a footpath connection into Stevenage. The Framework recognises that transport solutions will vary between urban and rural areas. On this basis, the development would be in a sustainable location having particular regard to paragraphs 110 and 115 of the Framework.

4.3.33 **Impact on heritage assets**

4.3.34 The LPA is required by section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed building and its setting when exercising planning functions. Considerable importance and weight must be given to the desirability of preserving the significance of a listed building, and there is a strong presumption against the grant of permission for development that would harm its heritage significance.

4.3.35 The only heritage asset potentially affected by the proposed development is 'Thatched Cottage' a Grade II listed dwellinghouse located to the south east and separated from the site by Stevenage Road. The submitted Heritage statement evaluates the setting and significance of the listed building as follows:

'Thatched Cottage is situated directly opposite Shangri-La (the property to the south of the site) so it's relationship with the application site is not a direct one. Indeed, it is separated from the site by Stevenage Road with existing outbuildings in the grounds of Thatched Cottage limiting views towards the cottage from the site. In any case, the historic significance of Thatched Cottage is largely as a consequence of its architectural value, and we consider it to have a limited setting, largely comprising its immediate curtilage'

4.3.36 Thatched Cottage has no historical or functional association with the application site and indeed its setting is already contained by Stevenage Road on two sides and agricultural land to the south. The special historic interest and significance of the listed

building is primarily derived from its architectural features and historic fabric rather than its curtilage or wider area around it and therefore I would agree with the submitted heritage assessment that the proposed development would not have any impact on the setting or significance of the grade II listed Thatched Cottage.

4.3.37 The site does not fall within an area of archaeological significance therefore there are no designated assets of archaeological importance to consider.

4.3.38 In terms of an assessment under Paragraph 11 and Footnote 7 of the Framework there is no strong heritage reason to refuse the development. Indeed, the development would comply with Policy HE1 (Designated heritage assets) of the NHLP as well as Policy NHE9 of the Neighbourhood Plan.

4.3.39 **Living conditions**

4.3.40 The nearest affected properties are Todds Corner and Shangri-La sited adjacent the site boundaries to the north and south. The main dwelling at Todds Corner is located over 15 metres away from the northern boundary of the site and approximately 18 metres from the nearest dwelling at Plot 1. It is acknowledged that there is an ancillary outbuilding close to the site boundary however this building is used for garaging and storage purposes as well as a fitness room and has other windows that provide light to it apart from those on the southern elevation and southern roof slope. Even so, the 5-metre gap between it and the house on Plot 1 would still be sufficient for reasonable levels of light to be received into this outbuilding. The siting of Plot 1 away from the side boundary and its location towards the main road and alongside the adjacent outbuilding means that there would be limited impact on the garden to Todds Corner. All the proposed first floor side facing windows on Plot 1 facing towards Todds Corner are to be obscure glazed thus protecting privacy.

4.3.41 The property at Shangri-La is set in large grounds and separated from the nearest proposed dwelling on Plot 2 by at least 20 metres with a tall hedge providing screening. Its southerly orientation to the site also means that there would be very limited if any affect on daylight /sunlight received by this property.

4.3.42 Aside from recommending conditions regarding contamination and noise as well as an informative for the construction phase of the development, Environmental Health raise no objections to the scheme. There is therefore no apparent trigger to require mitigation measures in line with Local Plan Policy D3.

4.3.43 The submitted plans indicate that the proposals would meet the nationally prescribed space standards which is required by Local Plan Policies SP9 and D1. The dwellings would have good sized gardens and therefore adequate outdoor amenity space is provided.

4.3.44 In summary the development would provide a good standard of residential environment for the prospective occupiers and would not significantly impact on nearby residents amenity and therefore the development complies with Policies D2 and D3 of the Local Plan.

4.3.45 **Landscaping, Ecology and Biodiversity**

4.3.46 The application site has no special landscape designation. The site falls within Area 215 (Wymondley and Titmore Green) of the North Herts Landscape Study 2011. The

study says that the area is considered to be of low landscape sensitivity and value with some capacity for incremental small-scale developments. The proposal does however add significant value to the local landscape with a comprehensive landscape scheme adding new trees and a landscaping belt at the rear of the site. All existing boundary trees and hedges will be retained.

4.3.47 The submitted Ecological Assessment advises that legally protected areas of ecological importance would not be negatively impacted by the proposed development. The existing site provides limited nature conservation value, limited ecological features and negligible potential for foraging bats, badgers and herpetofauna. The existing boundary trees hedgerow and shrubs provide some potential for breeding birds. The proposed landscaping scheme will provide species rich grassland and planting that will improve the baseline ecology of the site. The Council's Ecologist raises no objections subject to the inclusion of an Ecological Enhancement Plan condition.

4.3.48 The site will deliver a 10% Biodiversity Net Gain on site mainly through the provision of the Biodiversity Net Gain planting belt located to the rear of the dwellings. A habitat management and monitoring plan is recommended. The development will meet the requirement to deliver measurable net gains for biodiversity as required by Policy NE4 of the NHLP. It is considered that the development will also be consistent with Policies NHE2 and NHE3 of the Neighbourhood Plan.

4.3.49 **Highway and parking matters**

4.3.50 The proposed development will utilise the existing access albeit it will be upgraded to current highway authority standard. Cars and delivery vans will be able to enter and leave the site is forward gear and the required sight lines of 2.4m x 43m in both directions can be achieved. Refuse vehicles will collect from the kerbside in Stevenage Road as is currently the practice in the village. Refuse storage facilities will be within 10 metres of the highway boundary. No objections are raised by the highway authority on the basis that the development is small scale and will not result in a significant increase in vehicle movements and therefore would not have an adverse impact on highway safety.

4.3.51 The development will accommodate off street parking provision for at least two cars plus a visitor space for each dwelling. This complies with the Council's Parking Standards SPD. The development will comply with Policies T1 and T2 of the NHLP.

4.3.52 **Environmental matters**

4.3.53 The site is located within Flood Risk Zone 1 where there is the lowest risk of fluvial flooding. The Environment Agency mapping also confirms that the site is not at a potential risk of surface water flooding.

4.3.54 The Council's Sustainability Supplementary Planning Document adopted in 2024 seeks to ensure that new developments are future proofed against the challenge of climate change. The submitted Sustainability & Energy Statement proposes that the development incorporates a high level of thermal fabric performance and renewable heating & energy generation systems such as air source heat pumps and solar panels. This scale of development is however unlikely to have any significant impact on local climate change.

4.3.55 Any potential contamination on the site can be adequately addressed through the condition recommended by the Council's Environmental Health officer.

4.4 **Planning Balance**

4.4.1 The Council are currently unable to demonstrate a five-year supply of land for housing. Accordingly, the 'tilted balance' in paragraph 11d is engaged and planning permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits

4.4.2 The proposed development would constitute limited infilling in a village and utilise Grey Belt land given that the proposals are in accordance with the provisions set out in paragraphs 154 and 155 of the NPPF. Therefore, the provision of two dwellings is not inappropriate development within the Green Belt. No harm would arise from the proposed development with regards to the five purposes of the Green Belt as set out in paragraph 143 of the Framework.

4.4.3 The proposal would provide two new family sized dwellings. This social benefit attracts moderate weight given North Herts Council's current inability to demonstrate a five year supply of deliverable housing sites. Further modest benefits to the local economy would stem from the dwellings construction and from spending of future occupants of the dwellings.

4.4.4 The proposal would not result in harm to highway safety. The proposed layout, in tandem with the retention of trees on the site and new planting, would mean that there would not be a significant loss of privacy to neighbouring occupants. The traditional style proposed, along with the dwellings siting would ensure that they would have an acceptable effect on the character and appearance of the area.

4.4.5 The various social, economic and environmental benefits to the area would in my view outweigh the relatively minor harm to Green Belt openness. Accordingly, it is considered that there is no strong reason for refusing the development under paragraph 11 d) i) of the Framework and any identified harm is outweighed by the various benefits of this scheme in a sustainable location. It is concluded that the development can therefore be supported.

Alternative Options

None applicable

Pre-Commencement Conditions

I can confirm that the applicant is in agreement with the pre-commencement conditions that are proposed.

5.0 **Legal Implications**

5.1 In making decisions on applications submitted under the Town and Country Planning legislation, the Council is required to have regard to the provisions of the development plan and to any other material considerations. The decision must be in accordance with the plan unless the material considerations indicate otherwise. Where the decision is to refuse or restrictive conditions are attached, the applicant has a right of appeal against the decision.

6.0 **Recommendation**

6.1 That planning permission be **GRANTED** subject to the following conditions

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

   Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out wholly in accordance with the details specified in the application and supporting approved documents and plans listed above.

   Reason: To ensure the development is carried out in accordance with details which form the basis of this grant of permission.

3. Details and/or samples of materials to be used on all external elevations and the roof of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced and the approved details shall be implemented on site.

   Reason: To ensure that the development will have an acceptable appearance which does not detract from the appearance and character of the surrounding area and to comply with Policy D1 of the North Hertfordshire Local Plan 2011 to 2031.

4. Prior to the first occupation of the development hereby permitted, the following works shall be fully implemented and completed in accordance with the approved plans (Drawing Refs: ST-3849-700 and TM/TG/010/Revision A):
   o The proposed vehicular access arrangement,
   o Visibility splays,
   o Associated footway connections, and
   o The relocation of existing road signage and lighting column.
   All works shall be carried out in accordance with the highway design standards set out in Roads in Hertfordshire: A Design Guide. Provision shall also be made to ensure that surface water drainage is intercepted and disposed of separately, so that it does not discharge onto or from the highway carriageway. These works shall thereafter be retained and maintained for the lifetime of the development.

   Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

5. No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:
   a. Construction vehicle numbers, type, routing.
   b. Access arrangements to the site.
   c. Measure to minimise dust, noise machinery and traffic noise impacts during construction.

d. Screening and hoarding details to protect neighbouring residents.
e. Traffic management requirements, including the location of routes and from the site, details of their signing monitoring and enforcement measures.
f. Construction and storage compounds (including areas designated for car parking, loading /unloading and turning areas);
g. Siting and details of wheel washing facilities.
h. Cleaning of site entrances, site tracks and the adjacent public highway including end of day tidying procedures to ensure protection of the site out the hours of construction.
The construction activities shall be designed and undertake in accordance with the code of best practice set out in BS 5228 1997 and the agreed details unless otherwise agreed in writing by the LPA and Highways.
Page 21
i. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times.
j. Provision of sufficient on-site parking prior to commencement of construction activities.
k. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

6. No development shall take place before details of the proposed finished floor levels; ridge and eaves heights of the building hereby approved have been submitted to and approved in writing by the Local Planning Authority. The submitted levels details shall be measured against a fixed datum and shall show the existing and finished ground levels, eaves and ridge heights of immediately surrounding properties. The development shall be carried out as approved.

Reason: To ensure that the finished appearance of the development will enhance the character and visual amenities of the area and to comply with Policy D1 of the Local Plan

7. No development shall take place until an Ecological Enhancement Plan (EES) for the creation of new wildlife features such as hibernacula, the inclusion of integrated bird/bat and bee boxes in buildings/structures and hedgehog holes in fences, has been submitted to and approved in writing by the local planning authority.

Reason: To ensure development is ecologically sensitive and secures biodiversity enhancements in accordance with the National Planning Policy Framework. To accord with Policy NE4 of the Local Plan

8. The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan has been submitted to, and approved in writing by, the local planning authority and including;
(a) a non-technical summary;
(b) the roles and responsibilities of the people or organisation(s) delivering the [HMMP];
(c) the planned habitat creation and enhancement works in accordance with the approved Biodiversity Gain Plan;

(d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development;
(e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority.

Reason: To ensure development is ecologically sensitive and secures biodiversity enhancements in accordance with the North Herts Local Plan policy NE4.

9. The development hereby approved shall be carried out in accordance with the recommended mitigation set out in the submitted Ecological Impact Assessment by MS Ecology.

Reason: To ensure development is ecologically sensitive and secures biodiversity enhancements in accordance with the North Herts Local Plan policy NE4.

10. No development approved by this permission shall take place until the following has been submitted to and approved in writing by the Local Planning Authority:
o A Phase 1 Desk Study report documenting the ground conditions of the site with regard to potential contamination;
o A Phase 2 Site Investigation (where shown as necessary the Phase 1 Desk Study);
o A Phase 3 Remediation Scheme (where shown as necessary by the Phase 2 Site Investigation)

All such work shall be undertaken in accordance with BS:10175:2011 or other appropriate guidance issued by the regulatory authorities. The work shall be sufficient to ensure that measures will be taken to mitigate any risks to human health and the wider environment.

Reason: To protect human health and to ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990.

11. Prior to any permitted dwellings being occupied a validation report shall be submitted and approved in writing by the Local Planning Authority to demonstrate the effectiveness of any agreed Remediation Strategy. Any such validation shall include responses to any unexpected contamination discovered during works.

Reason: To protect human health and to ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990.

12. In the event that contamination not identified in the ground investigations to date is found at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall then be undertaken by a competent person, in accordance with BS10175:2011. A written report of the findings should be forwarded for approval to the Local Planning Authority. Following completion of remedial measures a verification report shall be prepared that demonstrates the effectiveness of the remediation carried out. No part of the development should be occupied until all remedial and validation works are approved in writing.

Reason: To protect human health and to ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990.

13. The approved details of landscaping shall be carried out before the end of the first planting season following either the first occupation of any of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced during the next planting season with others of similar size and species, unless the Local Planning Authority agrees in writing to vary or dispense with this requirement.

Reason: To safeguard and enhance the appearance of the completed development and the visual amenity of the locality, and to comply with Policy NE2 of the North Hertfordshire Local Plan 2011 to 2031.

Proactive Statement:

Planning permission has been granted for this proposal. The Council acted proactively through early engagement with the applicant at the pre-application stage which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1. HIGHWAY INFORMATIVES:
AN) Extent of Highway: Information on obtaining the extent of public highway around the site can be obtained from the HCC website: www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx
AN) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.
Further information is available via the County Council website at: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx or by telephoning 0300 1234047.

AN) Obstruction of highway: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works
commence. Further information is available via the County Council website at: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx or by telephoning 0300 1234047.
AN) Debris and deposits on the highway: It is an offence under section 148 of the

Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.
AN) Works within the highway (section 278): The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway
Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at:
https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx or by telephoning 0300 1234047.

Environmental Health Informatives

During the construction phase the guidance in BS5228-1:2009 (Code of Practice for noise Control on construction and open sites) should be adhered to.

During the construction phase no noisy activities shall take place outside the following hours: Monday to Friday 08:00-18:00hrs; Saturdays 08:00-13:00hrs and Sundays and Bank Holidays: no noisy work at any time.