

<u>Location:</u>	Land Between Shangri-La And Todds Corner Stevenage Road Todds Green Hertfordshire SG1 2JE
<u>Applicant:</u>	Mr A Watts
<u>Proposal:</u>	Erection of four detached dwellings including landscaping, parking and widening of existing vehicular access off Stevenage Road.
<u>Ref. No:</u>	25/02998/FP
<u>Officer:</u>	Alex Howard

Land between Shangri-La and Todds Corner CR

Date of expiry of statutory period: 31st January 2026

Extension of statutory period: 28th February 2026.
The final consultation/publicity period expired on 4th January 2026.

Reason for Delay: To present at an available meeting.

Reason for Referral to Committee: This application has been called in by Cllr McDonnell, in support of the objections raised by the Parish Council.

1.0 **Site History**

- 1.1 **25/00949/FP** - Erection of two detached dwellings with private gardens including landscaping, parking, and widening of existing vehicular access off Stevenage Road.
Conditional Permission

2.0 **Policies**

2.1 **North Hertfordshire District Local Plan (The 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 SP8: Housing
Policy SP9: Design and Sustainability
Policy SP11: Natural Resources and Sustainability
Policy SP12: Green Infrastructure, Landscape and Biodiversity
Policy SP13: Historic Environment
Policy T1: Assessment of Transport Matters
Policy T2: Parking

Policy D1: Sustainable Design
Policy D3: Protecting Living Conditions
Policy NE1: Landscape
Policy NE2: Green Infrastructure
Policy NE4: Biodiversity and geological sites
Policy NE12: Renewable and Low Carbon Energy Development
Policy HE1: Designated Heritage Assets

2.2 **National Planning Policy Framework (NPPF) (December 2024)**

Section 2: Achieving sustainable development
Section 4: Decision making
Section 5: Delivering a sufficient supply of homes
Section 8: Promoting healthy and safe communities
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
Section 16: Conserving and enhancing the historic environment

2.3 **Wymondley Neighbourhood Plan 2016**

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

2.4 **Vehicle Parking at New Development SPD**

Sustainability SPD

3.0 **Representations**

3.1 **Site Notice and Neighbour Consultation** – Comments received from Todds Corner, 4 Adstone Road and 12 Gilders (neutral) stating the following:

- Concern that the proposal, including the access road close to the northern boundary, would cause unacceptable harm to amenity, through being overbearing. Further concerns with development creep post application.
- The proposal would erode the existing character and pattern of development, urbanising the area.
- The two front dwellings are set back from the highway and the established building line, which is inconsistent.
- A scheme of 4 dwellings cannot be considered limited infilling in the village, so it would conflict with the NPPF.
- Concern that permitting this scheme would set an undesirable precedent for future similar development.
- Request that the scheme incorporates at least four British Standard BS42021:2022 integrated Swift bricks, which could be secured by condition.

3.2 **Hertfordshire Highways** – No objection subject to two conditions and informatives.

3.3 **Wymondley Parish Council** – Objects to the proposal on a number of grounds (summary):

- There is no longer a gap between the two front dwellings to allow views to the land to the rear, reducing visibility to the countryside.
- Conditions should have been enforced to protect views of the countryside.
- Todds Green is not a village, it is a hamlet, so infilling development is not permitted under national policy.
- This is the only place in the hamlet to enjoy distance country views.
- The land to the rear was to be the BNG area for the previous scheme, which would be removed by the siting of two dwellings there instead.
- The access road may be sufficient for emergency vehicle access, but this is being achieved through loss of green space.
- Todds Green is a linear development in terms of character with only outbuildings to the rear, this would not be in keeping with that character.
- This is Green Belt land, and the scheme would cause harm to the Green Belt. This parcel was designated a strategic parcel in the Green Belt Review 2018.
- The repositioned front dwellings will become unsightly and out of character with the hamlet.
- The neighbouring homes will lose their views of open countryside.

3.4 **Environmental Health (Air Quality/Land Contamination/Environmental Health (Noise))** – No objection subject to conditions and informatives.

3.6 **North Herts Waste and Recycling** – None received.

3.7 **North Hertfordshire Ecology** - No objection subject to conditions.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 The application site is an undeveloped site previously used as paddock land, located on the west side of Stevenage Road. Todds Green. The site lies between two residential properties – Todds Corner 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. A shed and small stable are situated to the rear of the site. The eastern boundary of the site is demarcated by the existing field access, a post-and-rail fence, and a small number of modest shrubs. The southern and northern boundaries of the site are defined by hedgerows. Todds Green lies partly within North Hertfordshire and partly within Stevenage Borough. The site, together with other properties located to the west side of Stevenage Road lie within North Herts.

4.1.2 Todds Corner is a hamlet and does not have a defined settlement boundary. Therefore, the site is located within the Green Belt.

4.2 **Proposal**

4.2.1 Full planning permission is sought for the erection of four detached dwellings including landscaping, parking, and widening of existing vehicular access off Stevenage Road.

4.2.2 The scheme would involve the erection of two detached dwellings on the front part of the site facing Stevenage Road (Plots 1 and 2) between Todds Corner and Shangri-

La, with two dwellings (Plots 3 and 4) located to the rear part of the site. Plots 1 and 2 would be situated on a consistent building line with existing properties fronting Stevenage Road and have been designed in order to have a character and scale in keeping with the 'mock-Tudor' Edwardian character. Plots 3 and 4 would be situated to the rear and have been designed to have a similar architectural style to those to the front albeit they would have a scale between 1.5 and 2-storey. The proposed dwellings would be served by the existing vehicular access, which is to be widened to meet modern standards, with parking provided for at least three cars for each dwelling. A gated access route would be retained to the paddock land to the rear; this would be situated between the two rear dwellings. Cycle storage for three bicycles is to be provided within each of the dwellings, as well as a designated bin storage and collection points.

4.2.3 The application is supported by the following documents:

- Planning Statement
- Ecological Impact Assessment/BNG Report/Small Sites Metric
- Arboricultural Assessment
- Transport Statement
- Sustainability and Energy Statement
- Full Proposed Plans and Elevations

4.3 **Key Issues**

4.3.1 The key issues for consideration are the

- The Principle of Development
- Layout, Design, and the Impact on the Character of the Area
- Landscaping
- The Impact on Designated Heritage Assets
- Living Conditions
- Highways, Access, and Parking
- Ecology
- Surface Water Drainage/Flooding
- Waste and Recycling
- Environmental Health
- Climate Change/Sustainability
- Other Matters
- Planning Balance

The Principle of Development

4.3.2 The North Hertfordshire Local Plan was adopted in November 2022 and is now part of the development plan, where full weight shall be given to relevant policies. The National Planning Policy Framework (NPPF) is a material consideration and is considered to be consistent with the Local Plan, also attracting significant weight.

4.3.3 Policy SP1 of the Local Plan supports the principles of sustainable development and seeks to maintain the role of key settlements as the main focus for housing and to ensure the long-term vitality of the villages by supporting growth which provides opportunities for existing and new residents and sustains key facilities. The policy elaborates on this stating that planning permission will be granted for proposals that deliver an appropriate mix of homes, create high quality development that respects and improves their surroundings and provides for healthy lifestyles, provides for

necessary infrastructure to support an increasing populations, protects key elements of the District's environment including biodiversity, important landscape, heritage assets and green infrastructure, the mitigates the impact on climate change.

- 4.3.4 Policy SP2 of the Local Plan makes provision for at least 13,000 new homes between 2011-2031. Most new development (approx. 80%) is to be delivered in six key towns in the district and a further 13% of housing, along with supporting infrastructure and facilities will be delivered within the settlement boundaries of five villages. The remaining development will be dispersed across the district.
- 4.3.5 At the time of writing, the Council cannot demonstrate a five-year housing land supply with the figure sitting between 2.6 and 3.3 years. In this respect, the matters set out under Paragraph 11d of the NPPF become relevant. This states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission be granted unless; i: the application of policies in this Framework 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 this Framework taken as a whole.
- 4.3.6 The application site is within Todds Green, which is a hamlet and therefore is not designated as a categorised village under Policy SP2 of the Local Plan. Todds Green has no settlement boundary and is therefore within the Green Belt. This site would class as a windfall site, which is supported under Policy 73 of the NPPF generally.
- 4.3.7 Policy SP5 of the Local Plan covers the Countryside and Green Belt, where support is given to developments that are not inappropriate development or where Very Special Circumstances can be demonstrated.

Section 13 of the NPPF advises on such instances where development is considered in the Green Belt.

NPPF paragraph 142 confirms the great importance that the Government attaches to Green Belts and that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Paragraph 143 identifies the five purposes of Green Bet as:

- (a) To check unrestricted sprawl of large built-up areas;
- (b) To prevent neighbouring towns merging into one another;
- (c) To assist in safeguarding the countryside from encroachment;
- (d) To preserve the setting and special character of historic towns; and
- (e) To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 153 of the NPPF sets out that *“When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”*

Paragraph 154 of the NPPF sets out instances where development in the Green Belt is not inappropriate, one of which is:

e) limited infilling in villages;

- 4.3.8 In considering the previous application on this site for 2 dwellings under ref: 25/00949/FP against Paragraph 154e) of the NPPF. The committee report stated:

“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).

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.

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’

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.

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.

- 4.3.9 Planning permission was granted on this site for two dwellings fronting Stevenage Road in September 2025. This extant permission offers a valid fallback position to which significant weight can be attributed. Therefore, this proposal should be considered against the fallback position rather than the current circumstances at this site.

The approved development would utilise an existing modest gap between two existing dwellings on a prevailing building line, which is in-keeping with the linear character of development in Todds Green and the nearby decisions from Stevenage Borough Council are material considerations. However, as the proposal would include back land development it is considered that the development would not constitute limited infill within its context. In addition, Todds Green is not classified as a village in the Local Plan under Policy SP2. Consequently, it is considered that the proposal does not comply with Paragraph 154e) of the NPPF. Therefore, it is also necessary in this instance to consider the proposal against Paragraph 155 of the NPPF to see whether the proposal would utilise Grey Belt Land.

- 4.3.10 The revision to the NPPF in December 2024 introduced the concept of 'Grey Belt', which is defined in the NPPF glossary as follows:

"For the purposes of plan-making and decision-making, 'grey belt' is defined 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. 'Grey belt' 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".

- 4.3.11 The first step is to consider whether the site meets the definition of Grey Belt. The site is not previously developed land and is therefore submitted to be any other land that does not strongly contribute to any of purposes (a), (b), or (d) in Paragraph 143 of the NPPF. The Planning Practice Guidance (PPG) and case law advise on how sites should be appraised against these purposes.
- 4.3.12 In respect of purpose a), *to check the unrestricted sprawl of large built up areas*, the PPG is clear that villages should not be considered large built up areas. Given that Todds Green is not designated as a village under Policy SP2 of the Local Plan, it is a hamlet, which is not a large built up area, the site does not strongly contribute to purpose a).
- 4.3.13 In respect of purpose b), *to prevent neighbouring towns merging into one another*, the PPG is clear that this purpose solely relates to towns merging, such that given Todds Green is not a village, and the site does not form a gap between towns in any case, the site does not strongly contribute to purpose b).
- 4.3.14 In respect of purpose d), *to preserve the setting and special character of historic towns*, Todds Green is not a town, and the site would not strongly contribute towards purpose d).
- 4.3.15 The next step is to consider whether there are any policies relating to areas or assets in NPPF footnote 7 that provide a strong reason for refusal. As set out later in this report, whilst there is a Grade II listed building, a designated heritage asset, towards the east of the site on the other side of Stevenage Road, it is considered that the proposal would have limited impact upon its setting and as a result, will not provide a strong reason for refusal. The other areas/assets under footnote 7 are not relevant in this case, such that there are no strong reasons for refusing development against the application of policies relating to areas/assets in footnote 7.
- 4.3.16 Officers are therefore of the view that the site is 'Grey Belt' from a definitional perspective. The next step is to consider the proposal against paragraph 155 of the NPPF.

4.3.17 Paragraph 155 of the NPPF addresses 'Grey Belt', which states as follows with justification set out:

"The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply:

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;

The site is considered to be Grey Belt for the reasons set out above. The remaining matters require consideration of whether the development would fundamentally undermine the purposes, taken together, of the remaining Green Belt across the area of the plan. Purpose c), *to assist in safeguarding the countryside from encroachment*, would not be met by this proposal given that it is an open field which contributes to the countryside and would include development in depth with the two rearward plots. However, the site is a very small part of the North Herts Green Belt across the area of the plan, such that its contribution on a plan wide scale is very limited. In respect of purpose e), *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land*, it is considered that there would be no conflict. Therefore, the proposal is not considered to fundamentally undermine the purposes of the Green Belt when taken together across the area of the plan.

b. There is a demonstrable unmet need for the type of development proposed;

As already identified in this report, the Council cannot demonstrate a five-year housing land supply with the figure sitting at 2.6 – 3.3 years. There is a demonstrable unmet need for housing which the proposal would deliver, in accordance with part b).

c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework

The site is located within the centre of Todds Green, which is a hamlet with limited services. The bus service through the village is also 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), Corys Mill (Sainsburys supermarket and petrol station) and Little Wymondley (pubs, church, and primary school). It is however acknowledged under Paragraph 110 of the NPPF that opportunities to maximise sustainable transport solutions will vary between urban and rural areas. In this case, since the site would be close to a bus stop, opposite a public footpath and nearby services would be within reasonable cycling distance. Therefore, for a rural location it is considered that the development would be in a sustainable location for the purposes of Grey Belt as future occupiers would not be fully reliant upon the private car.

4.3.18 Given the scale of the development, which is not major, the proposal would not be required to meet the 'Golden Rules.'

4.3.19 As such, consistent with the conclusions set out in the previous committee report, it is considered that the proposed development meets the definition of Grey Belt and would comply with Paragraph 155 of the NPPF, which should be given significant weight as per Paragraph 158 of the NPPF. Therefore, the development is not considered to be inappropriate development in the Green Belt, so there is no further requirement to consider the impact of development on the openness of the Green Belt. This would

align with Policy SP5 of the Local Plan, Policy GB1 of the Wymondley Neighbourhood Plan, and Section 13 of the NPPF.

Layout, Design, and Impact on the Character of the Area

- 4.3.20 Policy D1 of the Local Plan states that planning permission will be granted provided that development responds positively to the site's local context in addition to other criteria. Policy SP9 of the Local Plan further considers that new development will be supported where it is well designed and located and responds positively to its local context. These considerations are echoed in Section 12 of the NPPF.
- 4.3.21 The proposed four dwellings would be sited with two at the front and two at the rear. The frontage Plots 1 and 2 are proposed to be positioned set back from Stevenage Road, in a similar location to their approved siting for the extant consent under ref: 25/00949/FP, albeit set back slightly more from the highway and closer together. The proposed dwellings would have a high-quality design influenced by the mock Tudor Edwardian style found in the immediate vicinity, with their size and scale also being broadly consistent with dwellings to the north. The rearward Plots 3 and 4 would have a similar design, character, and form to Plots 1 and 2. They would have a reduced height and scale in comparison to the frontage plots in order to establish a sense of hierarchy between the larger plots to the front and those to the rear. Moreover, given their positioning to the west of Stevenage Road, the proposed rear plots would have a limited visibility from public viewpoints. The dwellings themselves would have a very generous plot sizes with large gardens and internal arrangements with five well-sized bedrooms across the first and second floors, with the primary living accommodation situated at ground floor. All of the main habitable rooms would have suitable access to natural light and ventilation.
- 4.3.22 The pattern of development in Todds Green is 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 as stables, 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. An Urban Grain Plan has been submitted showing the proposed dwellings in context with the wider extent of built form in Todds Green.
- 4.3.23 In terms of the frontage Plots 1 and 2, it is considered that these properties would be consistent with the linear character of the village, even though they would be set back slightly from the highway. These 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. They would also 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. Given the siting and scale of the dwellings approved under the extant permission, these two front plots are considered similar and acceptable.
- 4.3.24 In terms of the rearward Plots 3 and 4, Officers note that these are proposed to be of reduced height and scale compared to the front 2 dwellings, to reduce their bulk and establish a hierarchy of built form and would largely be screened from view by the frontage development and landscaping. Officers also note the submission of the Urban Context Plan which shows existing built form rear of the established linear street scene in Todds Green. However, it would be atypical to have dwellings located to the rear of

frontage dwellings. Nevertheless, development in depth does exist in this hamlet and these dwellings are also proposed to be built to a high standard, reflecting the traditional character of Todds Green. Therefore, whilst the back-land form of the proposed development would be atypical of residential development in Todds Green it is considered that the design and appearance of the rearward dwellings respond well to local context.

- 4.3.25 The existing undeveloped nature of the site is mainly experienced at the roundabout junction by passing traffic and pedestrians, as well as those neighbours opposite and next to the site. However, it is considered that 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, but the proposed development would retain some gaps either side of the front two dwellings and this, together with new planting, would limit views to the rearward dwellings and the general urbanising influence of the scheme on the character and appearance of the area. There would be some harm to the character and appearance of the area compared to the fallback position through the loss of the opening between the two approved dwellings and development to the rear of frontage dwellings. Considering the built form either side and opposite to the site, together with the existing streetlamps, roundabout and road infrastructure, it is considered that the harm would be limited. Therefore, on balance the proposal would not fully accord with Policies SP9 and D1 of the Local Plan, Policy NHE9 of the Wymondley Neighbourhood Plan, and Section 12 of the NPPF. This harm will be considered against the benefits of the development later in this report.

Landscaping

- 4.3.26 An arboricultural assessment has been submitted with this application which demonstrates that the existing trees that lie toward the site boundaries would not be impacted by the development. This is considered acceptable.
- 4.3.27 Moreover, the application is supported by a landscaping plan which shows the extent of existing and proposed soft landscaping, with new hedgerows and trees planted throughout the site including on the sites frontage with Stevenage Road, as well as new hardstanding for the access road, parking areas, footpath, and patios. The proposed landscaping plan is considered acceptable and meets the requirements of Policy NE1 of the Local Plan and Policy NHE8 of the Wymondley Neighbourhood Plan.

The Impact on Designated Heritage Assets

- 4.3.28 Policy SP13 of the Local Plan states that *“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight will be given to the asset’s conservation and the management of its setting”*. This reflects paragraph 212 of the NPPF which stipulates that great weight should be given to the conservation of designated heritage assets, such as Listed Buildings and Conservation Areas. Policy HE1 of the Local Plan states that *“Planning permission for development proposals affecting Designated Heritage Assets or their setting will be granted where they: c) Will lead to less than substantial harm to the significance of the designated heritage asset, and this harm is outweighed by the public benefits of the development, including securing the asset’s optimum viable use”*. This is reinforced by paragraph 215 of the NPPF.

- 4.3.29 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that where considering whether to grant planning permission for development which affects a listed building, or its setting special regard shall be had to the desirability of preserving the building or its setting or any features of special architectural interest which it possesses.
- 4.3.30 'Thatched Cottage' is a Grade II listed dwellinghouse located to the southeast 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'*
- 4.3.31 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. Therefore, it is considered that the proposed development would not have any impact on the setting or significance of the grade II listed Thatched Cottage.
- 4.3.32 This is in accordance with Policies SP13 and HE1 of the Local Plan and Section 16 of the NPPF.

Living Conditions

- 4.3.33 Policy D3 of the Local Plan states that planning permission will be granted for development proposals which do not cause unacceptable harm to living conditions.
- 4.3.34 In terms of the impact of the development on neighbouring properties, the closest neighbours to the site 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 27 metres from the nearest dwelling at Plot 1, which is now further separated by the access road leading to the rearward plots such that any light impacts will be largely limited even with this orientation. There is an existing outbuilding close to the boundary with the site with rear facing windows and rooflights, but the new dwelling is set away from this boundary by a suitable distance with the access road between it and this outbuilding. Todds Corner is also approx. 72 metres from the closest rearward Plot 3. All the proposed first floor side facing windows on Plot 1 facing towards Todds Corner are to be obscure glazed thus protecting privacy. It is also acknowledged that there will be some impact on Todds Corner as a result of occupiers driving into and out of the site on the access road which is up the shared boundary, through noise and light from private vehicles/deliveries. However, given that this access road will only be used by the two rear plots, as well as any delivery vehicles, this is considered modest and would not result in an unacceptable impact on amenity.

- 4.3.35 The property at Shangri-La is set in large grounds and separated from the shared boundary by approx. 18 metres and nearest proposed dwelling on Plot 2 by at least 20 metres, with a tall hedge providing screening. It will also be sited approx. 28 metres from the closest rearward Plot 4. Its southerly orientation to the site also means that there would be very limited if any effect on daylight /sunlight received by this property. All the proposed first floor side facing windows on Plot 2 facing towards Shangri-La are to be obscure glazed thus protecting privacy.
- 4.3.36 Overall, whilst the development will result in some impacts on neighbouring properties, it is considered that these impacts will not be materially adverse in terms of overdominance, loss of daylight/sunlight and loss of privacy to warrant an objection on such grounds.
- 4.3.37 All the dwellings would exceed the nationally prescribed minimum space standards depending on their no. of bedrooms/persons, would benefit from a suitable size and type of private amenity space, and all habitable rooms would benefit from acceptable levels of natural light. Therefore, the proposal would not result in unacceptable harm to the reasonable living conditions of future occupiers.
- 4.3.38 The proposal would therefore accord with Policy D3 of the Local Plan.

Highways, Access, and Parking

- 4.3.39 Policy T1 of the Local Plan states that Planning permission will be granted provided that development would not lead to highway safety problems or cause unacceptable impacts upon the highway network. Policy T2 of the Local Plan and the Council's Vehicle Parking at New Development SPD sets out that parking provision must have regard for the standards set out in said documents.
- 4.3.40 The development would utilise the existing vehicular access that serves the site, albeit it is proposed to be widened slightly to be up to modern standards. The County Councils Highway Authority have formally responded to this application, stating as follows:

"A similar application for two dwelling was submitted and the highway authority provided comments for approval with conditions. This time a new application is submitted which includes proposal of construction 4 dwellings instead of 2 dwellings

According to Hertfordshire County Council's Place & Movement Planning Design Guide (March 2024), Stevenage Road is classified as an inter-urban route (P1/M2), with a posted speed limit of 30 mph. The proposed block plan (Ref- TM/TG/2025/025) shows that each dwelling with private gardens and on-site parking, along with modifications to the existing access from Stevenage Road.

A revised Technical Note has also been submitted, which addresses all previously raised highway concerns. The Highway Authority acknowledges the access improvements works and considers that the revised access arrangements to be acceptable in principle, subject to detailed design and implementation through a Section 278 agreement.

The submitted additional drawing (Ref: Means of Access Plan, ST-3849-700A) illustrates the revised access arrangement for the site. It is noted that the existing vehicular access will be modified to provide better visibility splays in both directions. These improvements will be achieved by relocating existing road signage and a lighting column currently obstructing sightlines. In addition, the proposal includes the provision

of new footway links to connect the site directly with the existing pedestrian infrastructure along Stevenage Road. These enhancements are welcomed as they support improved pedestrian connectivity and contribute to the promotion of active travel in line with current policy objectives.

The Highway Authority considers that the revised access arrangement is sufficient to serve the proposed four dwellings and is therefore acceptable in principle. However, to ensure the delivery of the agreed access design, it is recommended that a planning condition be imposed requiring the access to be constructed and made fully operational prior to the first occupation of the development.

The applicant is also advised that any works within the public highway must be carried out under a Section 278 agreement with the Highway Authority. Please refer to the attached informative for further guidance on this process.

In terms of trip generation, the Highway Authority acknowledges that the proposed development is small in scale and will not result in a significant increase in vehicle movements. As such, it is not expected to have an unacceptable impact on the local highway network.

The submitted Technical Note (TN) does not contain enough information regarding the potential impact on the highway network during the construction of the proposed development. Therefore, a robust Construction Management Plan should be secured by a planning condition.

The Highway Authority requests that formal consideration is given to construction management issues to ensure that any inconvenience to users of the school site and the adjacent highway is minimised. The completed development is not expected to result in a significant impact on the safety and operation of the adjacent highway network”

- 4.3.41 As such, it is considered that subject to the recommended conditions from the County Highway Authority, the proposal will have an acceptable impact on highway safety. This would accord with Policy T1 of the Local Plan.
- 4.3.42 In terms of parking, at least three spaces are proposed in connection with each dwelling and 1 visitor space. This would ensure compliance with the Council's Parking Standards SPD. Each dwelling would have an EV-charging point, with secure cycle storage provided within each dwelling.
- 4.3.43 Overall, the proposal is considered in accordance with Policy T1 and T2 of the Local Plan.

Ecology

- 4.3.44 This application was submitted with a full biodiversity metric and preliminary ecological impact assessment. The Council's Ecologist has confirmed that following review of this information, there are no objections to the development subject to the mandatory BNG condition and a condition covering a scheme of Ecological Enhancements. These conditions are reasonable and are considered acceptable, in line with Policy NE4 of the Local Plan.

- 4.3.45 The submitted Planning Statement identifies that the site is within an Amber Zone for Great Crested Newts (GCN). The agent has confirmed that they have submitted a request to Natural England to join the District Level Licensing (DLL) scheme and are waiting to hear back with a countersigned impact assessment and conservation payment certificate (IACPC), as required by the Councils Ecologist. As such, it is considered reasonable to frame the recommendation with a resolution to grant subject to receipt of this countersigned IACPC and a response of no objection from the Councils Ecologist, to ensure this matter is satisfactorily addressed.
- 4.3.46 The request from interested parties that the scheme incorporates at least four British Standard BS42021:2022 integrated Swift bricks is considered acceptable and will be conditioned.
- 4.3.47 Overall, the proposal is acceptable and in accordance with Policy NE4 of the Local Plan, Policies NHE2 and NHE3 of the Wymondley Neighbourhood Plan and Section 15 of the NPPF.

Surface Water Drainage/Flooding

- 4.3.48 The site is located within Flood Zone 1 and in an area of low risk surface water flooding. Given the scale and nature of development, there are no objections on this matter.

Waste and Recycling

- 4.3.49 The Council's Waste and Recycling Team has been consulted but has not provided a response to this application. In any case, the site would have sufficient access width and depth with a turning head to accommodate a refuse vehicle, which is considered acceptable in this instance.

Environmental Health

- 4.3.50 Environmental Health have formally responded with no objections subject to conditions covering a contaminated land study prior to commencement and a validation report prior to occupation, as well as a condition covering events should contaminated material be found which are not expected, as well as some general informatives. These are considered acceptable.

Climate Change/Sustainability

- 4.3.51 The overarching purpose of the planning system is to contribute to achieving sustainable development, as stated in Section 2 of the NPPF. This is considered against the three objectives of sustainable development, the economic, social, and environmental objectives.
- 4.3.52 In terms of the economic objective, the proposed development would deliver considerable benefits through the creation of employment during the construction phase and the use of nearby services in nearby Wymondley and Stevenage, and those areas further afield. These benefits would be moderate in the context of Todds Green and would therefore attain moderate weight.

4.3.53 In terms of the social objective, the proposed development would deliver 4 dwellings on this windfall site, which would make a meaningful contribution to housing land supply to which significant weight should be attributed within the context of an adopted Local Plan. These benefits would attain moderate weight.

4.3.54 In terms of the environmental objective, the proposed development would deliver some benefits. The proposed development, as set out in the submitted Energy and Sustainability Statement, would achieve a 30% reduction in CO2 emissions and a 35% reduction in energy demand above the requirements set in Building Regulations part L 2021 by incorporating a high level of thermal fabric performance and renewable heating & energy generation systems. Whilst the proposal would result in the loss of open space, which is paddock land, this is considered to attain moderate weight also.

Other Matters

4.3.55 Officers consider that many of the points raised by the Parish Council and interested parties have been directly addressed in the body of the report. However, to ensure all points are considered, each matter will be addressed in turn below:

- *There is no longer a gap between the two front dwellings to allow views to the land to the rear, reducing visibility to the countryside.* This is acknowledged, and weighs against the proposal compared to the fallback position.
- *Conditions should have been enforced to protect views of the countryside.* Such conditions would not be reasonable and not meet the tests set out in Para 55 of the NPPF. Each application must be considered on its merits, and such a condition would not have met the test of necessity. Moreover, conditions only apply upon the commencement of a development, and the approved scheme has not been started.
- *Todds Green is not a village, it is a hamlet, so infilling development is not permitted under national policy.* This has been addressed in the report.
- *This is the only place in the hamlet to enjoy distance country views.* This has been addressed in the report, the site has no designation and country views are not protected in planning. However, this matter weighs against the proposed when assessed against the fallback position.
- *The land to the rear was to be the BNG area for the previous scheme, which would be removed by the siting of two dwellings there instead.* The application would be subject to the mandatory 10% BNG in any case. Whilst it would appear the rear area of the site was marked as the BNG area for the previous application, the applicant will still be required to provide this 10% uplift, so the output will be the same in this regard, albeit not on-site.
- *The access road may be sufficient for emergency vehicle access, but this is being achieved through loss of green space.* This weighs against the proposal and is considered in the planning balance.
- *Todds Green is a linear development in terms of character with only outbuildings to the rear, this would not be in keeping with that character.* This has been addressed in the report.
- *This is Green Belt land, and the scheme would cause harm to the Green Belt. This parcel was designated a strategic parcel in the Green Belt Review 2018.* Whilst Officers acknowledge that the site was considered as part of the Green Belt review in 2018, the recent NPPG would supersede this. In any case, this is considered Grey Belt land and not inappropriate upon application of NPPF paragraph 155.

- *The repositioned front dwellings will become unsightly and out of character with the hamlet.* This has been addressed in the report.
- *The neighbouring homes will lose their views of open countryside.* This has been addressed in the report.
- *Concerns over development creep.* Each application must be considered on its merits when submitted; the LPA cannot control what may happen in the future with conditions or similar but does have control over future applications and development at the point when they are considered.
- *Concerns over impact on residential amenity.* This has been addressed in the report.

Planning Balance and Conclusion

4.3.56 At the time of writing, the Council cannot demonstrate a five-year housing land supply with the figure sitting between 2.6 and 3.3 years. In this respect, the matters set out under Paragraph 11d of the NPPF become relevant. This states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission be granted unless; i: the application of policies in this Framework 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 this Framework taken as a whole.

4.3.57 The proposed development is considered to meet the definition of Grey Belt and would comply with Paragraph 155 of the NPPF. Therefore, the development is not considered to be inappropriate development in the Green Belt, so there is no further requirement to consider the impact of development on the openness of the Green Belt.

There would be moderate harm to the character and appearance of the area compared to the fallback position due to the loss of space between dwellings that allowed views from the highway through to the open countryside to the rear. Moderate weight is given to this harm, as development in depth does exist within Todds Green.

The proposal would not result in any significant harm to neighbouring amenity and would provide a high standard of amenity for future occupiers. The highway, access and parking related matters are all considered acceptable. These matters are given neutral weight in the planning balance.

There would be a social benefit that would arise from the provision of two additional dwellings compared to the fallback position, which would make a modest contribution to the local housing stock. There would also be moderate economic benefits arising from the construction of the additional dwellings and the spending of future occupiers in the local area, to which moderate weight is attributed. From an environmental perspective there would be benefits arising from making more efficient use of the site for the provision of four dwellings compared to the two dwellings that would be delivered by the fallback development.

4.3.58 Overall, Officers are of the view that the adverse impacts that have been identified in this report would not significantly and demonstrably outweigh the benefits of this scheme, when assessed against the Framework as a whole, including the delivery of 4 dwellings to our 5-year land supply on this windfall site, and localised economic, social and environmental benefits. Therefore, the development is considered acceptable in accordance with the aims of relevant local and national planning policies.

4.4 **Alternative Options**

4.4.1 N/A

4.5 **Pre-Commencement Conditions**

4.5.1 The applicant agrees to the proposed pre-commencement conditions.

4.6 **Climate Change Mitigation Measures**

4.6.1 N/A

5.0 **Recommendation**

5.1.1 That planning permission resolved to be **GRANTED** subject to:

- A) the receipt of the Impact Assessment and Conservation Payment Certificate (IACPC) following an application to Natural England under the GCN District Level Licensing (DLL) and a response of no objection from the North Herts Ecologist;
- B) the agreement to an extension of time to the statutory determination date to allow time for (A) to occur; and

C) the conditions and informatives set out below:

BNG Condition

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be North Hertfordshire District Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply (<https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments>). Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply.

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-3849-700A and TM/TG/010/Revision A):

- The proposed vehicular access arrangement,
- Visibility splays,
- Associated footway connections (between site and existing footways) and
- 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 the HCC's Place & Movement Planning Design Guide (March 2024). 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, in consultation with the Highway Authority. This should be based on the Hertfordshire's Construction Management Template available from <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#managementplans>. The development shall be carried out in accordance with the approved Construction Management Plan.

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 until an Ecological Enhancement Plan (EEP) for the creation of new wildlife features such as the inclusion of integrated bird/bat and bee boxes in buildings/structures, has been submitted to and approved in writing by the local planning authority. Where building heights allow swift bricks should be used.

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

- 7 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.

- 8 The development hereby permitted shall incorporate 4 integrated Swift bricks, to be fully installed prior to occupation and retained thereafter.

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

- 9 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:

A Phase 1 Desk Study report documenting the ground conditions of the site with regard to potential contamination;

A Phase 2 Site Investigation (where shown as necessary the Phase 1 Desk Study);

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.

- 10 Prior to any permitted dwelling 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.

- 11 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.

- 12 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. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. 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

Informatives

- 1 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.

- 2 A charging point shall be installed by an appropriately certified electrician/electrical contractor in accordance with the following specification. The necessary certification of electrical installation should be submitted as evidence of appropriate installation to meet the requirements of Part P of the most current Building Regulations. Cable and circuitry ratings should be of adequate size to ensure a minimum continuous current demand for the vehicle of 16A and a maximum demand of 32A (which is recommended for Eco developments)
 - A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed termination point within a garage or an accessible enclosed termination point for future connection to an external charge point.
 - The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF). This includes requirements such as ensuring the Charging Equipment integral protective device shall be at least Type A RCD (required to comply with BS EN 61851 Mode 3 charging).
 - If installed in a garage all conductive surfaces should be protected by supplementary protective equipotential bonding. For vehicle connecting points installed such that the vehicle can only be charged within the building, e.g. in a garage with a (non-extended) tethered lead, the PME earth may be used. For external installations the risk assessment outlined in the IET code of practice must be adopted and may require additional earth stake or mat for the EV charging circuit. This should be installed as part of the EV ready installation to avoid significant on cost later.
 - A list of authorised installers (for the Government's Electric Vehicle Homecharge Scheme) can be found at <https://www.gov.uk/government/organisations/office-for-low-emission-vehicles>
 - UK Government issued legislation in 2021 to require domestic EV charge points to be smart, thus we recommend that all charge points will be capable of smart charging, as detailed in UK Gov regulations.

- 3 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) 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.

AN) Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way

in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business>