

03 Site Analysis

Constraints & Opportunities

Multiple constraints have been identified at this stage of the site analysis, which need to be considered when developing the concept for potential development. Boundaries highlighted with the most consideration needed, are to the north and west, and a potential mitigation factor would include positioning open space to the north, creating an extensive set back from the existing dwelling, as well as factoring in the no-build easement. This would apply to the western boundary, where there is also a no-build easement, as well as more sensitive views in and out of the site, as well as potential noise and light pollution, as Bedford Road is a busy road.

Key:

Site Boundary	
Bedford Road	
Green Belt Boundary	
Bus Stop	
Surface Sewer	
Foul Sewer	
MP Mains	
LHP Mains	
No Build Zone	
Existing Trees	
Formal Hedging	
Scattered Hedging	
Proposed Access	
Neighbouring Dwelling	
Least Sensitive Views In/Out	
Medium Views In/Out	
Highly Sensitive Views In/Out	
The Priory School	
5G Sports Pitch	
Flood Light Disturbance	
Noise Disturbance	
Existing Frontages	
Level Difference	



Constraints and opportunities diagram.



04 Concept Progression

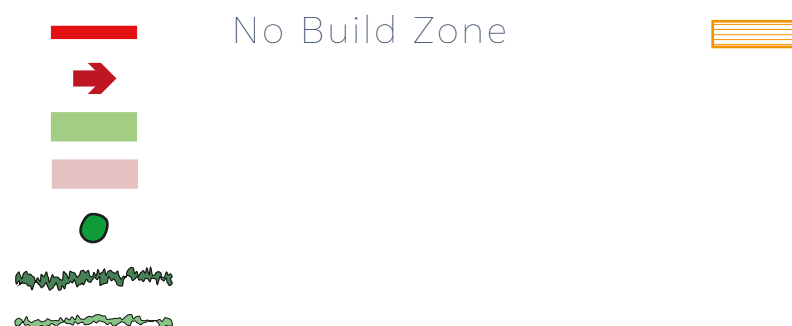
04 Concept Progression

Establishing Land Uses & Primary Access



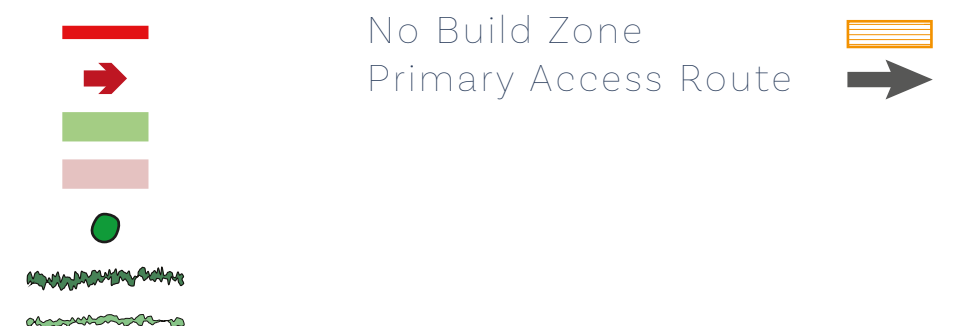
Key:

Site Boundary
Site Access
Green Buffer
Developable Area
Existing Trees
Formal Hedgerow
Scattered Hedgerow



Key:

Site Boundary
Site Access
Green Buffer
Developable Area
Existing Trees
Formal Hedgerow
Scattered Hedgerow



04 Concept Progression

Establishing Frontages & Development Parcels



Key:

Site Boundary		Primary Access Route	
Site Access		Frontages	
Green Buffer			
Developable Area			
Existing Trees			
Formal Hedgerow			
Scattered Hedgerow			



Key:

Site Boundary		Primary Access Route	
Site Access		Frontages	
Green Buffer		Secondary Movement	
Developable Area		Development Parcel	
Existing Trees			
Formal Hedgerow			
Scattered Hedgerow			

04 Concept Progression

Establishing Focal Areas & Landscaping



Key:

Site Boundary		Primary Access Route	
Site Access		Frontages	
Green Buffer		Focal Points	
Developable Area			
Existing Trees			
Formal Hedgerow			
Scattered Hedgerow			



Key:

Site Boundary		Primary Access Route	
Site Access		Frontages	
Green Buffer		Focal Points	
Developable Area		Tree Planting	
Existing Trees		SuDs Basin	
Formal Hedgerow		Open Space Footpath	
Scattered Hedgerow			



05 Site Proposals

05 Site Proposals

Proposed Access

The proposed access arrangements have been retained in full, since the previous application as this was agreed with Hertfordshire County Council Highways department.

Access to the site is proposed via a new priority junction with Bedford Road at the north end of the site. The proposed site access junction is detailed in the drawing to the right.

The access road serving the site is proposed to be 5.5m in width. Kerb radii of 8m are proposed at the junction, in order to accommodate the refuse vehicle. Along the site frontage, it is proposed to upgrade the existing foot way to provide a 3m shared foot way / cycleway on the eastern side of Bedford Road. This 3m shared facility was agreed with highways officers at HCC and will be sufficient to accommodate the anticipated level of pedestrian and cycle movements on Bedford Road.

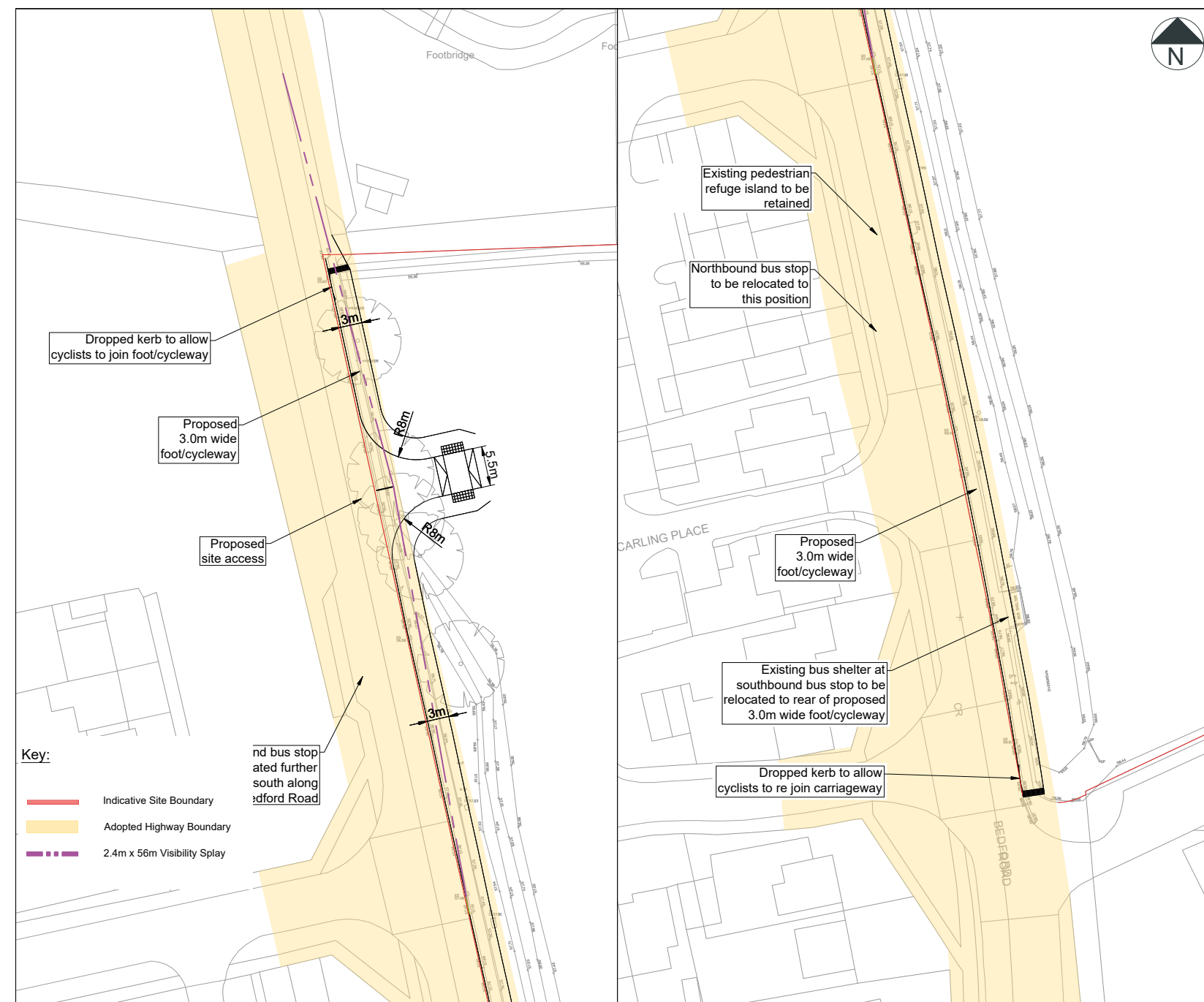
To ensure pedestrians and cyclists using this facility have priority over vehicles entering and exiting the site, a raised table crossing point is proposed across the site access. This crossing point has been set-back within the site access to ensure there is sufficient space for a car to wait clear of the carriageway on Bedford Road.

As a result of provision of the site access, it is proposed to relocate the northbound bus stop on Bedford Road further to the south. This will ensure that the bus stop is both clear of the site access and will allow pedestrians from the site to utilise the existing uncontrolled crossing point on Bedford Road to access northbound bus services. Again, this was agreed with HCC as part of the previous planning application.

The existing southbound bus stop and shelter will also be relocated clear of the shared foot way / cycleway.

The visibility splays at the site access junction correspond to actual speeds on Bedford Road that were recorded by a speed survey undertaken in December 2021 and there is no reason why vehicle speeds will have changed since this survey.

Land at Bedford Road, Hitchin **Design & Access Statement**



Proposed Access Arrangmeent and Visibility Assessment (extracted from Transport Statement)

Proposed Layout & Affordable Housing Location



AC001-PL-02 Development Layout Rev B.



AC001-OP5-PL-09 Affordable Housing Location Plan Rev A.

Fire Strategy & Refuse Layout



AC001-PL-10 Fire Strategy Layout Rev A.



AC001-PL-07 Refuse Layout Rev A.



06 Landscape Strategy

06 Landscaping Strategy

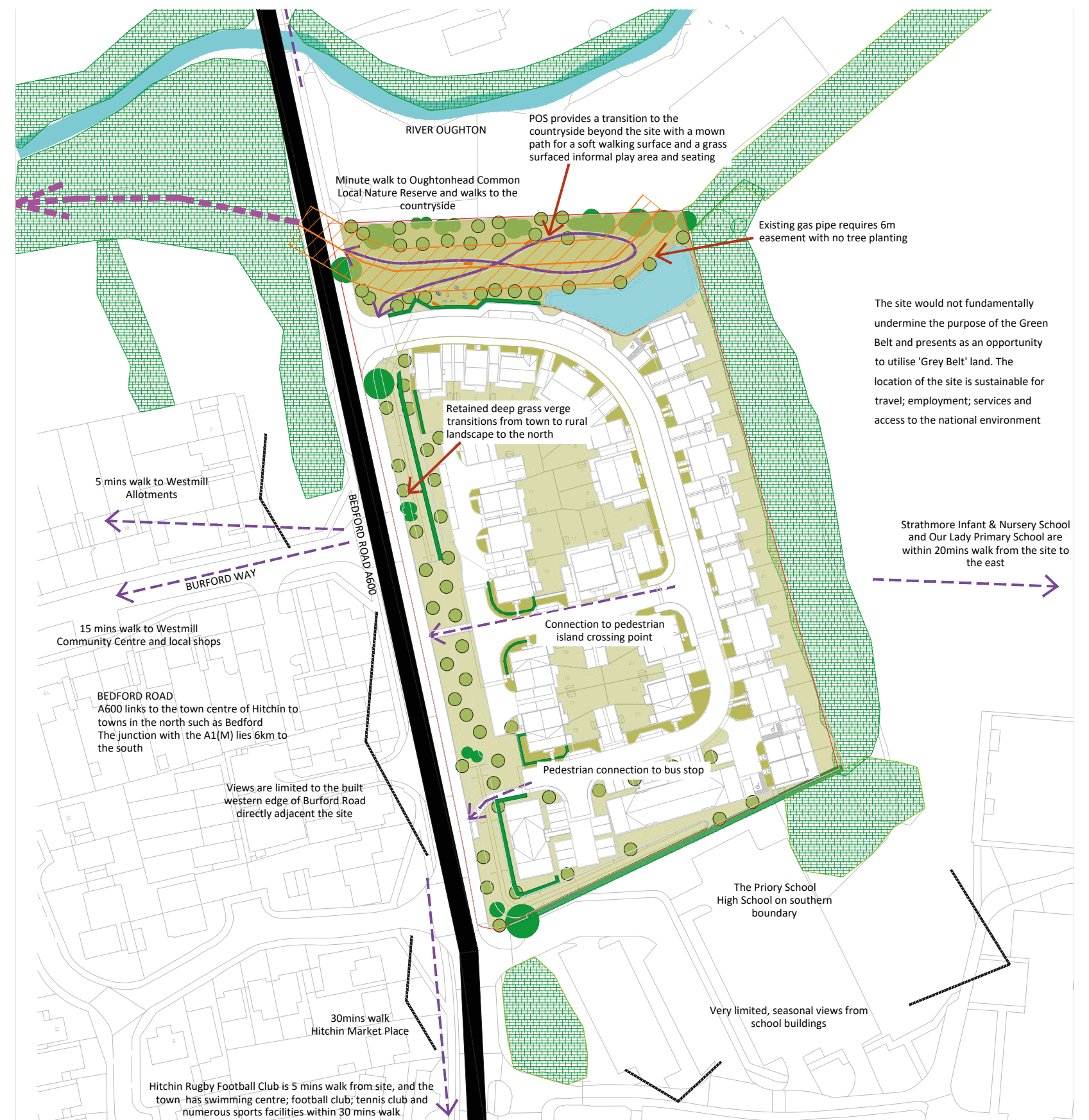
The scheme will retain boundary vegetation where possible however there is capacity for enhancement along the western and northern edges. The eastern and southern vegetation boundaries are strong and should be retained within the scheme. In regard to mitigation there is a 6m easement in the public open space (POS) which restricts tree planting and species.

New planting within the POS on the northern edge should be layered to retain some visual permeability in keeping with the river corridor landscape to the north. The proposals offer an opportunity for 'softening the interface between urban and rural landscapes' which is a guideline for development in this landscape character area/ The scheme should provide street tree planting which is typical on older housing developments within the town.

Generally views are not affected by the scheme, the built settlement edge means that only some dwellings will experience a change to views, and this does not penetrate further than the first row of dwellings.

All existing boundaries except the break for access and swales will be retained for landscape value and biodiversity.

It is recommended that all new tree planting avoids ash (*Fraxinus Excelsior*) which is dominant in the boundaries due to ash dieback, *Chalara Fraxinea*, and includes species that are resilient to climate change and disease.



Landscape opportunities and constraints plan.

06 Landscaping Strategy

Planting Palette

The site is on the settlement edge with open countryside to the north. A soft planting palette using native, or naturalistic planting would compliment the location.

The proposals allow for extensive planting of nectar rich flowering shrubs and perennials which would be an improvement in biodiversity from the species poor grassland. Native shrubs and grasses are blended into shrub planting will lead to a more natural look to planting suited to the location.

Attenuation basins provide conditions to have a greater range of wildflower and grasses suited to damp conditions, whilst the POS (public open space) can be managed as a wild flower meadow.

Refuse and cycle storage areas should be enclosed by planting.

The proposed boundary screening is in the public realm to the north, west and southern edges which will allow for these to be managed for screening and wildlife benefit within a landscape management plan.



Native shrub planting - Dogwood.



Wildflower & Native Grass within POS.



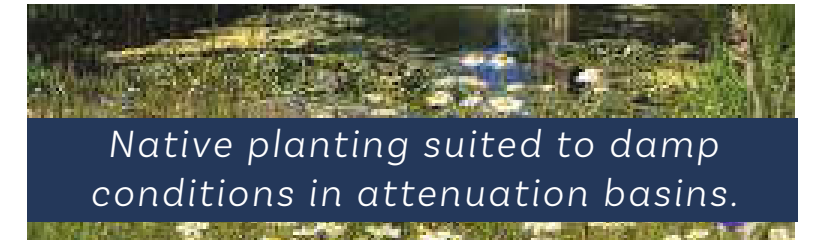
Harb planting including Rosemary.



Native Ferns.



Flowering shrubs for long nectar producing season.



Native planting suited to damp conditions in attenuation basins.



Informal shrub border with ornamental grasses.



Example of mown paths along wildflower / grass meadows.

06 Landscaping Strategy

Tree Planting

The site benefits from a green backdrop provided by the substantial boundary vegetation. This will provide a soft landscape setting for new built elements.

Tree species present on site boundaries with some additional species will lead to a wider biodiversity on site. Rowan (*Sorbus Aucuparia*) provides a light crown with profuse berries in autumn, birch (*Betula Pendula*) and hornbeam (*Carpinus Betulus*) are low water demand and along with rowan make suitable street trees.

Hackberry (*Celtis Australis*) and Hop Hornbeam (*Ostrya Carpinifolia*) suggested to ensure there is climate change resilience within the species mix.

Oak (*Quercis Robur*) and willow (*Salix Alba*) are present in the vicinity and are suited to the POS where they are 10m outside of the easement for gas pipes. Both species have extremely high biodiversity habitat.

Mixed species hedgerow planting can be incorporated into individual dwelling frontages, and use to screen close board fences where necessary. Additionally the northern edge of the site hedgerow plants could be brought into better management and enhanced to improve screen and structure for nesting birds.

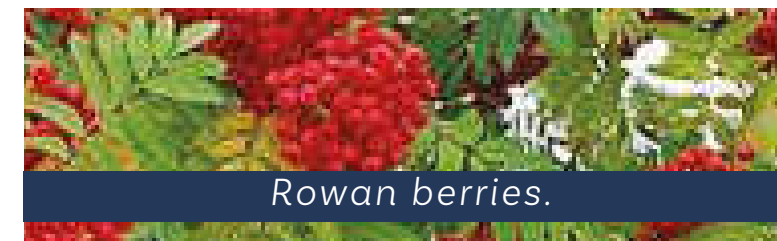
Recommended hedgerow species include:

- Hawthorn - *Crataegus Monogyna*
- Field Maple - *Acer Campestre*
- Dogwood - *Cornus Sanguinea*
- Hazel - *Corylus Avellana*
- Blackthorn - *Prunus Spinosa*

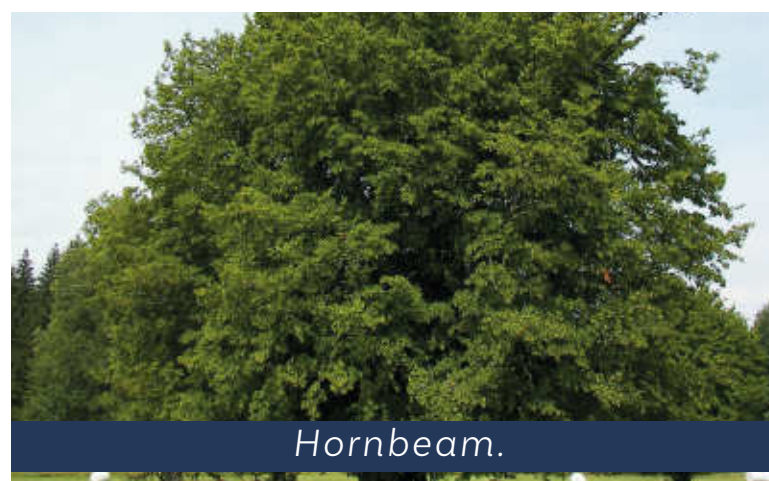
The design process has been developed to retain as many trees as possible on the site boundaries.



Rowan.



Rowan berries.



Hornbeam.



Hackberry for climate resilience.



Silver Birch.



Hawthorn; field maple; dogwood; buckthorn; hazel; blackthorn.



Oak.



Native hedgerow managed for screening and wildlife.

06 Landscaping Strategy

Hard Surface Palette

Materials used in the area reflect development over time and a variety of styles. Later development have open frontages with shrub planting to individual dwellings and deep grass verges are common.

The materials palette will be high quality and suitable for the suburban character of the location.

Warmer hues are found in the local context, and should be used throughout the scheme, the specification will provide a robust surface suitable for the intended uses.

Less formal areas of pedestrian routes will use small, staggered bond setts in the natural colours.

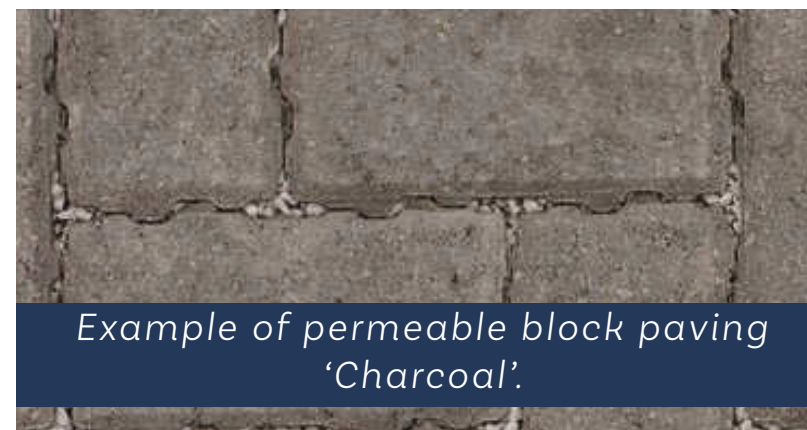
Hard landscaped areas should use 'natural' hues in keeping with the settlement location. This should be permeable where possible. The change in materials signposts shared surfaces and parking bays. Tarmac roads should use a soft grey and avoid heavy black capping, over engineered kerbs and excessive signage.

Benches in the POS should be simple, timber and suit the naturalistic setting on the settlement edge.

There is an area of informal play in the public open space on the northern edge of the residential area. Timber preschool farm animals; tractor and play sculpture butterfly are overlooked by seating and the dwellings orientated to the north.



Example of concrete block permeable paving 'Harvest'.



Example of permeable block paving 'Charcoal'.



Example of sandstone 'grey multi'.



Woodscape bench.





07 Appearance

07 Appearance

Proposed Materials Palette

Note: images used for illustrative purposes, exact materials to be confirmed.

Bricks



Red Brick



Buff Brick

Roof Tiles



Red Roof



Slate Grey Roof

Stone



Cast Stone Cill

Fascias & Soffits



White UPVC

Rainwater Goods



Black UPVC

Windows & French Doors



White UPVC

Doors



Black



Fir Green



Ruby Red



Larkspur Blue

07 Appearance

Street Scenes

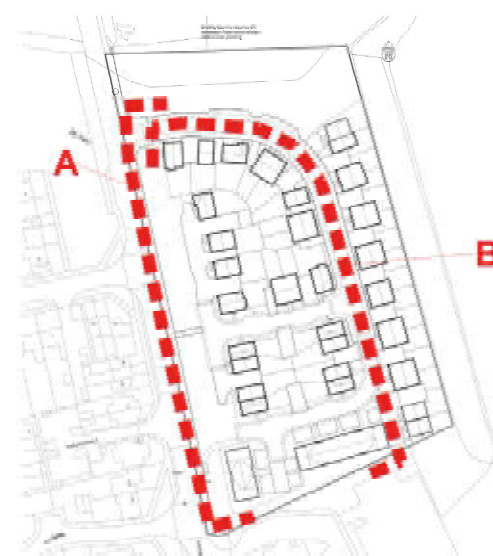


Street Elevation A



Street Elevation B

Location Key - N.T.S





08 Proposal Assessment

08 Proposal Assessment

Noise Impact Assessment

The site is bounded by Bedford Road along the west and the adjacent Priory School to the south-east. To the east of the site is a 3G Sports pitch including floodlighting, which is understood to be used by the school during the day and community teams outside of school hours.

It was concluded that the site is suitable for residential use subject to the design measures which deliver effective mitigation measures to reduce the impact of noise. The measures identified within the Noise Assessment are in line with the good acoustic design principles as required by national guidance. It should be noted that the Rw Figure (Weighted Sound Reduction Index) and the example constructions that are given within the Noise Assessment are for indicative purposes in relation to the planning application to demonstrate the suitability of the site for residential use. Detailed noise break-in calculation would be required at a detailed design stage, these would take into account the noise levels over the site, final room layouts, window dimensions, ventilation proposals and any other mitigation measures that may be designed into the site.

Taking into account the measures available, it is concluded that the proposed site can be developed to achieve internal and external noise levels in line with the guidance contained with BS 8233:2024. The site will be suitable for residential use and it is noted that noise levels from road traffic will not cause unacceptable impacts to future residents.

Furthermore, noise from the use of the 3G pitch has been considered, and taking into account the distance separation noise from pitch activity, it result in levels lower than the guidance levels suggested in the Sport England Guide.

Further details can be found within the Noise Assessment prepared by Sharps Redmore, submitted alongside this planning application.

Figure 4 (From Noise Assessment) Daytime LAeq16hr (A-weighted, equivalent continuous sound level measured over a 16-hour daytime period).



Figure 5 (From Noise Assessment) Night time LAeq8hr dB (A-weighted, equivalent continuous sound level measured over an 8-hour night time period, expressed in decibels)



08 Proposal Assessment

Arboriculture (Post-Development)

An impact assessment was carried out to the existing trees and hedgerow with the anticipation of the proposed layout coming forward, this resulted in the below observations:

- 1 The construction of the junction connecting the proposed housing development to Bedford Road directly conflicts with the positions of trees T012, T013, T014 and hedge H001.
 - It is worth noting that T012, T013 and T014 in their current condition, cannot be categorised above 'C', and their loss would not significantly impact local visual amenity.
 - Approximately 30m of the southernmost section of H001 will require removal to facilitate construction of the junction. While this will result in a moderate change to immediate visual amenity, the impact is mitigated by two key factors: the adjacent footpath has historically seen low usage, and the location primarily serves as a transport corridor, than a designed public open space. Additionally the removal will not create a gap in the hedge line, as only the terminal southern section is affected.
- 2 A minor conflict exists between tree T011 and the proposed hard-standing around dwelling 1. The current plans indicate a 300mm encroachment into the tree's eastern crown, subject to final verification of T011's precise location and as-built layout.
- 3 The proposed visitor parking area west of Dwelling 51 conflicts with tree T007, with plants showing a 750mm encroachment into the tree's eastern crown.
- 4 The construction of the footpath connecting the development (north-west of Dwelling 46) to Bedford Road directly conflicts trees T004 and T005.
 - All of the above trees from points 2 - 4, are all young trees and removal would have minimal impact on the local area.



Tree constraints plan post-development.

08 Proposal Assessment

Biodiversity (Post-Development)

Within the Biodiversity Net Gain assessment, it is concluded that the proposed development is likely to lead to a net loss of 70.81% in habitat units and a net gain of 76.54% in hedgerow units. The other neutral grassland and species-rich native hedgerows are the most crucial created habitats required in delivering the predicted units. Trading rules have not been satisfied for medium distinctiveness habitats.

In order to reach the requirement for a 10% new gain in habitat units and satisfy the trading rules for medium distinctiveness habitats, further biodiversity units will be generated offsite. A total of 11.81 units is required to reach the mandatory 10% net gain. However, more units are required to pass the trading rules. To satisfy the trading rules and offset for the loss of other neutral grassland and bramble scrub, a total of 12.17 units are required, of which there must be 11.99 medium distinctiveness grassland units and 0.18 medium distinctiveness scrub (heathland and shrub broad habitat type) units. The procurement of these units should be required as a condition of planning approval for the proposed development.

It should be noted that the predicted net-gain in biodiversity is reliant on the successful restoration and/or creation of habitats and their maintenance for the foreseeable future. It will be critical to ensure that appropriate management activities are put in place in order to achieve the desired condition of the proposed habitats. It is recommended that measures to ensure the successful creation and long-term management of proposed habitats are outline in a Habitat Management and Monitoring Plan (HMMP) for the Site.



08 Proposal Assessment

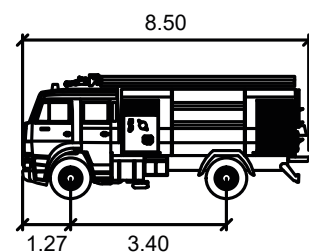
Internal Swept Path Analysis

To ensure refuse, emergency and service vehicles can access the site, a vehicle swept path analysis has been undertaken, and is presented within this page, and the proceeding pages.

This demonstrates that both a 12.205m refuse vehicle and a fire tender can satisfactorily enter and exit the site in forward gear, turning in appropriate locations.



Vehicle Profile



KAMAZ 3 2-40 (4308)

	meters
Width	: 2.50
Track	: 2.04
Lock to Lock Time	: 6.0
Steering Angle	: 20.6

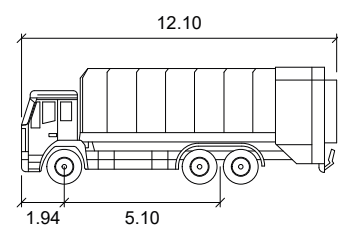
Internal Swept Path Analysis - Fire Tender

08 Proposal Assessment

Internal Swept Path Analysis



Vehicle Profile



NHDC Refuse Vehicle

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 4.0
Steering Angle	: 27.7

Internal Swept Path Analysis - NHDC Refuse Vehicle

08 Response to Planning Policy on Design

In the North Hertfordshire Local Plan 2011 – 2031, Policy SP1: Sustainable development in North Hertfordshire follows the direction set by the National Planning Policy Framework and notes that the plan supports the principles of sustainable development. It also confirms that the council will maintain the role of key settlements and grant planning permission for proposals that deliver homes that contribute towards the targets in the plan, create high quality development, provide the necessary infrastructure and secure mitigation measures to reduce their impact. Mitigation measures are secured by Policy SP7: Infrastructure requirements and developer contributions, with both on-site and off-site measures supported as necessary to ensure that no unreasonable burdens are placed on the existing community or the existing infrastructure. The council considers good design to be a key aspect of sustainable development and Policy SP9: Design and Sustainability finds that there will be support for new development where it is well designed and located and responds positively to its local context.

Policy D1: Sustainable design sets a sequence of five criteria (including eight sub-criteria) where permission will be granted if they are met. This section reviews the requirements set by the policy and confirms how they are addressed by the proposed scheme.

Planning permission will be granted provided that development proposals:

(a) Respond Positively to the site's local context;

This statement provides a detailed assessment of the location of the site and the context created by the surrounding land uses and the site itself, followed by a detailed description of the proposed scheme and how it addresses the constraints and opportunities that have been identified.

It concludes that a high quality, beautiful and sustainable place will be created, in parallel to demonstrating the planning justification for a scheme that uses its grey belt status to show that it is not inappropriate development in the Green Belt.

The subsections below offer an opportunity to highlight separate elements of the proposal, but in terms of the context, care has been taken to deliver active frontage to Bedford Road, helping to mark the transition into the town from the gap in built development that separates Hitchin from Ickleford. The new homes are set back from the street so that there is room for a landscaped buffer to soften their appearance, as well as addressing the technical issues of noise from passing traffic and the inability to offer direct access from individual drives. Some of the space is used for sustainable surface water drainage infrastructure, helping to address issues of overland flow so that there is a betterment for the residents of the properties to the north. Houses facing the street also replicates the form of development on the opposite side, where a mixture of sizes and designs creates interest that is reflected by the proposal.

Public open space is placed at the northern end of the site, delivering an offset to the residential uses that surround the river and establishing a new and permanent edge to the built-up area of the town. The provision is an element of the response to the Golden Rules and offers a loop of path to encourage use by members of the wider community: while the open space is delivered to serve the new homes, it will be open to the public and connects into the paths through the Oughton Head Nature Reserve. To the east, the existing trees within the ground of the school are protected by the rear gardens of the new homes – the houses back on to the boundary so that the trees have room to grow and that there is no pressure for them to be cut back in the future. The trees are tall (the Arboricultural Impact Assessment defines them as “early mature” and “semi mature”) and will be visible behind the new homes, with care taken to create a rhythm of semi-detached properties and substantial gaps between them along the eastern side so that the landscaped context of the site is not hidden.

(b) Take all reasonable opportunities, consistent with the nature and scale of the scheme, to;

I. create or enhance public realm;

Bedford Road is an important route into Hitchin when approaching from the north, therefore it is important that the proposed scheme addresses the street and delivers an active frontage, matching the form of development on the west side of the street. A landscaped edge sets the houses back from the street, offering an element of protection from passing traffic at the same time as leaving room to soften the appearance of the built form. The through route will remain the focus of the public realm but adding a strong edge to the east side will enhance the setting of the main road and emphasise its status as a corridor of movement.

To the north, a new area of public open space is proposed, creating an addition to the public realm. It provides a new facility for the residents of the scheme but will also serve the existing community, offering a more formal space that the paths along the river valley: a loop of path creates a route in and out so that it can be an extension to a walk along Bedford Road at the same time as being a destination for residents.

II. optimise the potential of the site by incorporating Sustainable Drainage Systems (SuDS);

An attenuation basin in the north eastern corner of the site will store surface water from the drainage system, allowing it to be discharged at the equivalent of the greenfield run-off rate.

This will ensure that there is no hydrological impact from the proposal, but built development on the land also offers an opportunity to address the existing impacts caused by overland flow and the water which runs across the site from south to north: a new ditch is proposed, catching the rainwater on the southern boundary and transporting it via the Bedford Road frontage to the public open space. Full details of the sustainable drainage system are set out in the Flood Risk Assessment that is submitted in support of the application for planning permission.

III. reduce energy consumption and waste;

The application is also supported by a Sustainability Statement that addresses the requirements of the council's Sustainability SPD (September 2024), including a review of the proposed measures to optimise passive design and fabric performance, achieving low carbon energy, minimising the carbon footprint of the scheme and conserving water. The proposed scheme delivers the minimum "Bronze" level in all cases and exceeds it where possible – for example, parts of the fabric-first design can deliver the standards for "Gold" and "Silver".

IV. retain existing vegetation and propose appropriate new planting;

The proposed scheme takes care to retain the existing trees on the northern edge of the site, incorporating them into the new area of public open space, and to protect the trees on the edge of the school to the east, using the back gardens to deliver an offset to the buildings. However, it is not proposed to retain the trees on the Bedford Road frontage because they are mostly self-seeded and in a relatively poor condition because they have not been managed. Instead, a comprehensive landscaping scheme for the edge of the street is proposed as a replacement and an enhancement: sixteen poor quality trees will be felled to make way for the new SuDS ditch, widened footway and vehicle entrance so that space is created for planting 34 trees – doubling the number of trees at the same time as introducing appropriate species for the context and delivering a management plan so that the trees will grow to maturity and become a feature in the street scene.

08 Response to Planning Policy on Design

V. maximise accessibility, legibility and physical and social connectivity both internally and with neighbouring areas;

The application site is relatively small and therefore the opportunities to create physical connections are limited, with a vehicle entrance proposed at the north western corner and pedestrian routes in the centre and southern parts of the Bedford Road frontage so that residents are encouraged to make active travel choices. However, the simple public realm also makes the scheme highly legible and easy for visitors and residents alike to find their way through the site and to the new area of public open space. The open space has a role to play in creating social connections too, offering a new facility that will help to integrate the site into the existing community by encouraging residents of the surrounding area to meet their new neighbours.

VI. future proof for changes in technology and lifestyle;

The Sustainability Statement describes how a fabric-first approach will be taken to the construction of the new homes, integrating sustainability measures into the design and avoiding the need to retrofit control systems or technologies as they evolve or become superseded. The houses and apartments are designed to be flexible, allowing a home office to be created in the living room or any bedroom and therefore accommodating working from home by avoiding a restrictive floor plan. The whole scheme is designed in accordance with the Nationally Described Space Standards, ensuring that each room has the space needed to be flexible to suit the needs of residents, now and in the future.

This future proofing is carried across to the layout, with electric vehicle charging points provided for each home, a sustainable drainage system that includes a substantial allowance for urban creep and climate change, and cycle storage sheds in each garden so that residents can choose to leave their cars at home and make an active travel choice.

VII. design-out opportunities for crime and anti-social behaviour; and

The proposed scheme takes the form of a cul-de-sac so that there is only one point of vehicle access, making it easy to identify visitors. Active frontage is created to all streets, and care has been taken to ensure that there are no hidden corners or places that are accessible from the public realm which cannot be seen: each street corner is marked by a house that turns the corner, either with two primary elevations or as a semi-detached pair that face in two directions. Car parking is equally visible, placed to the side of each house but benefiting from informal surveillance by the house that stands opposite as well by any passers-by. Conversely, the parking for the apartments is placed on the edge of the street so that it can be seen from the apartment that it serves, creating a sense of ownership within the communal parking.

VIII. minimise the visual impact of street furniture and parking provision;

As noted above, car parking is provided to the side of most plots, within the curtilage of the property but tucked out of sight so that it does not dominate the street scene. However, the cars are not set back in line with the street frontage: the spaces project forward of the houses and begin at the edge of the street so that there is no room for an extra car to park across the footway, avoiding anti-social parking and keeping the paths clear for pedestrians.

A detailed design for street furniture will follow at the working drawings stage

(c) Have regard to the Design SPD, and any other relevant guidance;

The Design SPD (July 2011) describes nine key urban design principles and these are woven into the proposal. Some of these principles are discussed above (legibility, adaptability, sustainability) and some are explored in great detail by this statement (character, quality of the public realm). A Design Checklist is provided at Appendix B, which was used in the early stages of the design process to set the minimum standards needed before the detailed design could evolve into the creation of a high quality, beautiful and sustainable place.

Design Principles for the four main towns are also provided, with the notes on Hitchin focussing on the historic centre and therefore offering little to guide the form of development on the application site.

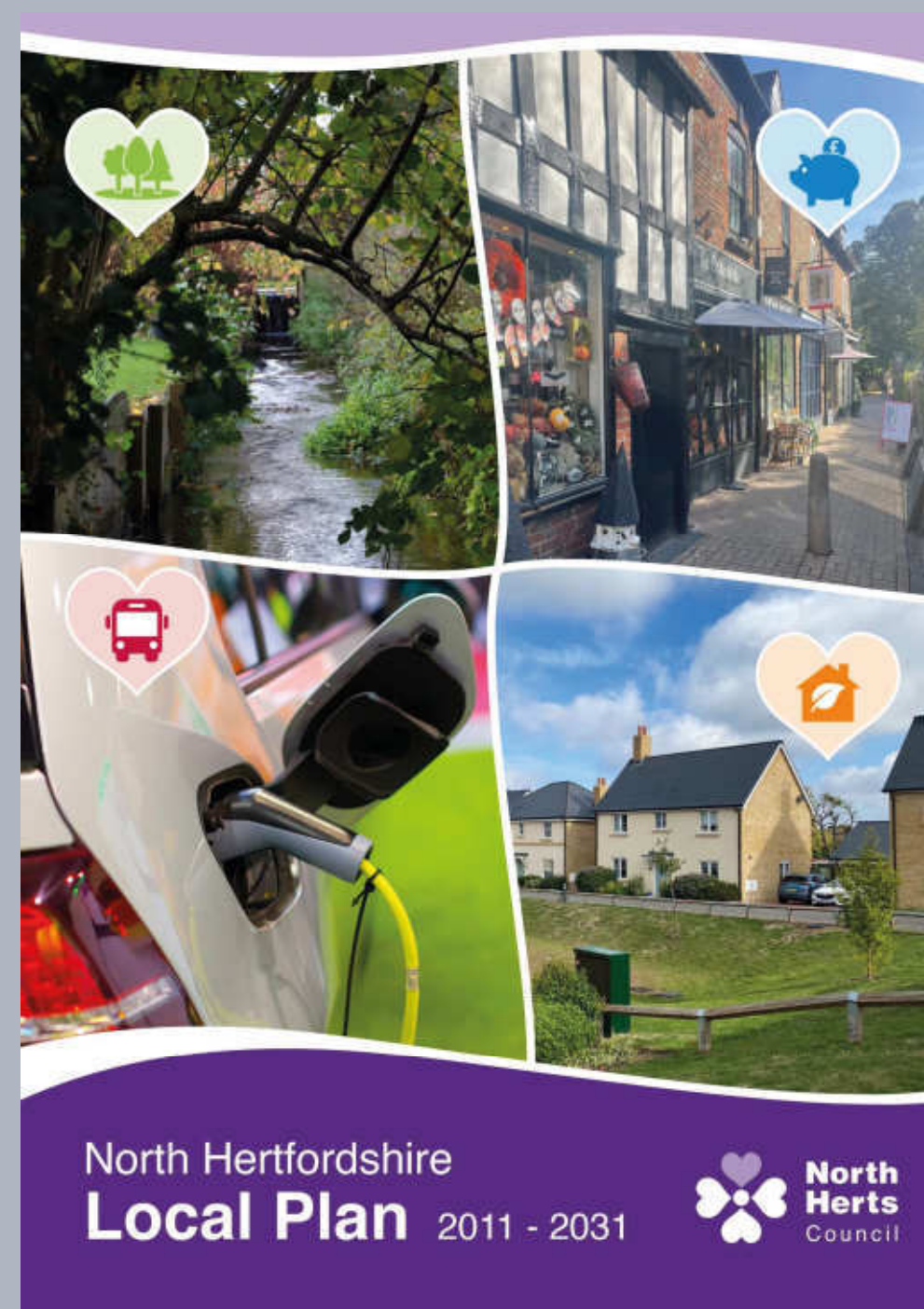
(d) Within Letchworth Garden City have regard to the Letchworth Garden City Design Principles contained in Appendix 5;

This requirement is not applicable to the proposed scheme; it is not in Letchworth.

(e) For residential schemes, meet or exceed the nationally described space standards and optional water efficiency standards.

The proposed scheme has been designed to meet the Nationally Described Space Standards and the majority of the house types exceed the minimum requirements.

Furthermore, and as part of the response to the Sustainability SPD, the optional water efficiency standards in Part G are exceeded and a target of 95 litres per person per day is set, achieving a “Silver” score.





09 Conclusion

09 Conclusion

This application for planning permission proposes to create 50 no. one, two, three and four bedroom houses and apartments plus associated landscaping, open space, roads, drainage and other infrastructure on the land to the east of Bedford Road and north of The Priory School, Hitchin.

The scheme has been designed to take account of the opportunities and influences presented by the overall site, addressing the issues identified by the technical reports and studies prepared in support of the application: these reports and assessments confirm that the proposed scheme does not lead to any negative impacts, identified matters can be successfully mitigated and that the proposed scheme is sustainable development.

The application for planning permission addresses the three overarching objectives of the planning system, using land that is available for development to deliver a residential scheme that will meet the needs of present and future generations and support a strong and vibrant community, supporting economic growth by creating new homes and jobs during the construction stage, and contributing to enhancing the natural environment by delivering a new area of public open space and a biodiversity net gain within a scheme that mitigates and adapts to climate change, including addressing flood risk caused by overland flow. Furthermore, this statement demonstrates that the presumption in favour of sustainable development must be applied because part (d) of paragraph 11 of the National Planning Policy Framework (NPPF) is engaged: the adopted local plan's policies on housing land supply are out of date because the council cannot demonstrate a five-year supply of deliverable housing sites. This means that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, and this application confirms that there are no adverse impacts that cannot be successfully mitigated.



Illustrative development layout.



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