

DELEGATED FILE NOTE

CASE OFFICER: ...Harriet Sanders.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
26/00805/FP	Erection of 5 detached dwellings including garages, parking, landscaping, bin stores, installation of Air Source Heat Pumps and alterations to existing vehicular access off London Road. (Amended plans received 20/05/26 and 11/06/26).	Land At London Road St Ippolyts Hertfordshire

Submitted Plan Nos

1171-PL01 1171-PL02 1171-PL03 1171-PL04a- 1171-PL05a 1171-PL06a 1171-PL07a - 1171-PL08c-
1171- PL09a 1171-PL10 1171 - PL11

1.0 Policies

HS3	Housing mix
D1	Sustainable design
D3	Protecting living conditions
SP1	Sustainable development in North Herts
SP9	Design and Sustainability
T1	Assessment of transport matters
T2	Parking
SP2	Settlement Hierarchy and Spatial Distrib
NE4	Biodiversity and geological sites
NE2	Landscape
SP5	Countryside and Green Belt

2.0 **Site History**

- 2.1 Planning permission was refused for “Bungalow and detached triple garage” on 16 November 1995 (95/1064/1).

3.0 **Representations**

Statutory Consultees

- 3.1 **Herts Highways** - does not wish to restrict the grant of permission subject to conditions.

- 3.2 **Env Health (Noise And Other Nuisances)** – no objection subject to condition. The EHO makes the following comments:

- The application is supported by a noise assessment which concludes that standard double glazing and trickle vents will be sufficient for all proposed plots.
- Requires a condition for a scheme for protecting the proposed dwellings from noise arising from traffic on London Road and from the sub station.
- There is no information in relation to noise from the air source heat pumps, however, given the location and proposals, I have no concerns in this regard.
- Construction Management plan condition.

- 3.3 **Env Health (Contaminated Land)** - no objection subject to condition. The EHO makes the following comments:

- The application is supported by phase 1 and 2 land contamination reports. The reports conclude that no remediation is required in relation to the proposals. Based on the submitted information, I have no objections on these grounds but recommend a condition is placed on the decision notice should you be minded to grant approval.

- 3.4 **Env Health (Air Quality)** – no objection.

- 3.5 **North Herts Council Ecologist** – no objection subject to condition and BNG requirement.

The Ecology Officer makes the following comments:

- Although site has been cleared, BNG assessment based on pre cleared state of the site.
- In order for the development to meet the mandatory requirement for 10% BNG offsite units will need to be purchased.
- The October 2025 Preliminary Ecological Appraisal & Roost Assessment (PEARA), updated in April 2026, advises no bat roosts were identified on site. The proximity of the existing trees and hedgerows to the windows from Plot 4 could result in a

detrimental impact on bats using this corridor. I would like to suggest a sensitive lighting strategy is conditioned.

- Recommendations are made for ecological enhancements condition.

3.6 **Waste And Recycling Services Manager** - the resident will have to put their bins at curb side and we would need to know if the ground is concrete and this is private land.

3.7 **St Ippolyts Parish Council** - no objection.

Neighbour Representations

3.8 Site and press notices were posted and neighbour consultation undertaken. 12 comments have been received. In summary these make the following comments:

Support (1 comment)

- modest and appropriate scale of build and sits comfortably on a 1 acre plot within the character of the village.
- makes a positive contribution to the much-needed local housing supply but avoids the impact associated with larger developments.
- the site has good access and is sustainable.
- good landscaping and protection of the biodiversity.
- proposal appears to be well balanced.
- well designed houses with nice sized gardens.

Objections (8 comments)

- loss of animal life, harm to biodiversity, premature habitat clearance.
- loss of on-site biodiversity and requires off-site biodiversity units to be purchased elsewhere in order to meet statutory requirements. That may satisfy a technical calculation, but it does not replace the biodiversity value lost within Gosmore itself.
- overdevelopment of sensitive edge of village site - scale and density of the scheme excessive for the location and would contribute to the gradual suburbanisation and urbanisation of the village.
- unnecessary harm openness and village character.
- plot 5 and overdevelopment. The proposed layout appears driven by maximising development yield rather than achieving the best planning outcome.
- cumulative Impact - this proposal should not be considered in isolation. Residents are increasingly concerned about the cumulative effect of development within and around Gosmore. Cumulative increase in traffic levels.
- concerns re root damage to large oaks that have been left standing.

- the important countryside gaps are diminishing, and the village may soon just become urban sprawl.
- highways concerns – poor sight lines, danger with cars pulling in and out, speed limits.
- inappropriate development within the Green Belt and would contribute to further erosion of openness and village identity through incremental urbanisation.
- the boundary line of extremely large conifer trees has been left unmanaged.
- invasion of privacy of our garden from plot 5 and blocking of natural light - Significant natural light comes into our garden from the sky toward the north side where the proposed property would be built. Large 3 and 4 bed houses would loom over our back hedge and interfere with this.
- there don't seem to be any plans to cater for an increasing population with further facilities/amenities.
- noise and light pollution - further houses would bring further noise and light pollution to the area and directly behind our back hedge, again impacting on the rural nature of where we live.
- Old Police House - Severe overlooking, loss of privacy and unacceptable impact on residential amenity from Plot 5 – impact on home office at rear of garden.
 - loss of vegetation screening - proposed landscaping strategy cannot realistically mitigate this.
 - visual intrusion and oppressive overlooking.
- remove plot 5 and retain area as landscaping.

Neither (3 comments)

- Seek installation of swift boxes.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

- 4.1.1 The application site is located on the west side of London Road on the edge of the settlement of St Ippolyts. It is bounded to the east by London Road, the south by the rear gardens of properties on The Crescent and no 104 London Road, the west by rear gardens of properties on Mill Road and the north by a horse paddock/field.
- 4.1.2 The site comprises an unused plot of land, covered in vegetation (some of which has been cleared), with a number of trees on the perimeter. There is a substation near to the entrance to the site that is excluded from the application site.
- 4.1.3 The site is accessed via an existing access from London Road, rising steeply up from the road.
- 4.1.4 There is variation in levels across the site, as the site rises from east to west.

4.1.5 The site lies outside but adjacent to the Gosmore settlement boundary defined in the North Hertfordshire Local Plan. The site falls within the Green Belt. It is within Fluvial Flood Zone 1.

4.2 **Proposal**

4.2.1 Consent is sought for:

“Erection of 5 detached dwellings including garages, parking, landscaping, bin stores, installation of Air Source Heat Pumps and alterations to existing vehicular access off London Road.”

4.2.2 The application seeks to develop the existing site to provide 5 no dwellings accessed via the existing access form London Road in cul de sac type development. The dwellings will be detached, two storey dwellings with garages and parking. Landscaping of the development is proposed.

4.3 **Key Issues**

4.3.1 The key material considerations when assessing the planning merits of the proposal are:

- Principle of development and sustainability.
- Impact on the character and appearance of the area.
- Layout, design and appearance.
- Potential impact on neighbour amenity.
- Amenity for future occupiers.
- Access, highways and parking.
- Bin Stores and Collection.
- Biodiversity and landscaping.

Principle of development and sustainability

4.3.2 The site falls within the Green Belt. Paragraph 153 of the NPPF advises that significant weight should be given to any harm to the Green Belt that arises from development, including harm to its openness unless Very Special Circumstances can be demonstrated to outweigh this harm.

4.3.3 Paragraph 154 of the NPPF advises that the erection of new buildings should be regarded as inappropriate development unless the development comprises one of the exceptions listed under this section. Subsection e) refers to ‘limited infilling in villages.

4.3.4 Paragraph 155 introduces the concept of ‘grey belt’ setting out the circumstances by which development of such land may not be inappropriate development. These two relevant policy considerations are addressed below.

Paragraph 154 e) – Whether the development could be considered limited infilling in a village

4.3.5 The terms ‘limited’, ‘infilling’ and ‘village’ are not defined in the NPPF or the North Herts Local Plan (NHLP). The site is outside of the Category A village of St. Ippolyts and Gosmore as

identified in the NHLP under Policy SP2 albeit the proposed site adjoins it alongside its southern boundary.

- 4.3.6 Case law has demonstrated that a planning judgement is needed on whether a site constitutes limited infilling in a village in the NPPF and not a rigid reliance on a defined village boundary.
- 4.3.7 It could be reasonably argued that the site is effectively part of the village settlement of Gosmore given it is physically attached. There is also an existing vehicular access, a footpath connection at the front of the site leading into the village and a street lamp on London Road immediately outside of the site. Such features indicate that the site is connected with the built up environment to the south. The site could arguably be considered within a village.
- 4.3.8 The next question is whether the development could be considered 'infilling'. Again, there is no definition of infilling in the NPPF. However, the site is surrounded by built development on two sides and the road on the third. The proposed development is close to other residential development and can be considered to be infilling on this basis. To be fully in accordance with paragraph 154 e) the development has to be 'limited'. The provision of five dwellings and vehicular access and turning head cannot be considered limited and therefore the development fails the limited test.
- 4.3.9 As such the development cannot be considered to be fully compliant with paragraph 154 e) of the NPPF and would therefore be regarded as inappropriate development in the Green Belt for the purposes of an assessment under paragraph 154 of the NPPF.
- 4.3.10 Therefore, very special circumstances (VSC) would need to be demonstrated to override the harm caused by inappropriateness and any other harm (such as the spatial and visual impact). The Council's lack of a five year housing land supply (currently 2.6 years) provides reasonable VSC grounds.

Whether the site could be considered Grey Belt

- 4.3.11 The NPPF defines 'grey belt' as:

".....land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. '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."

- 4.3.12 The application site is not previously developed. The site could however be considered 'any other land'. As the site is contained by development on at least three sides it would not result in the unrestricted sprawl of large built-up areas, the merging of towns, nor affect the setting and special character of historic towns.

- 4.3.13 The site does not therefore, strongly contribute to purposes (a), (b) and (d) of paragraph 143 of the NPPF. In addition, the proposal would not significantly affect areas or assets in footnote 7 of the Framework (other than Green Belt). It is considered that the site can be viewed as grey belt land.
- 4.3.14 It is acknowledged that the spatial and visual impacts of the development will result in some moderate harm to the openness of the Green Belt in this location. This is raised in some of the comments received. However, the development would use grey belt land and would not fundamentally undermine the purposes, taken together, of the remaining Green Belt across the planning authority's area.
- 4.3.15 The proposal is therefore considered to comply with criterion (a) of NPPF paragraph 155.
- 4.3.16 North Herts District Council cannot demonstrate a five-year supply of housing delivery. The Council can only demonstrate a 2.6 year supply of housing land. Consequently, for the purposes of criterion (b) of the NPPF paragraph 155, there is a demonstrable unmet need for the type of development proposed.

Sustainability

- 4.3.17 There is a regular bus service along London Road and the facilities within the village can be accessed on foot (school, shop, village hall, recreation ground). The larger shopping facilities at Hitchin can also be accessed on foot or by a short cycle ride or by bus although it is accepted that many journeys in and out of the village are made by the private car.
- 4.3.18 However, paragraph 110 of the Framework recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas. Given that the site adjoins a category 'A' village the site can be considered to be in a sustainable location as required by criterion (c) of paragraph 155 that also fulfils paragraph 110 and 115 of the Framework.
- 4.3.19 This scale of development is not applicable to the 'Golden Rules' therefore criterion (d) of paragraph 155 is not relevant.
- 4.3.20 The proposed development would utilise grey belt land, there is a demonstrable unmet need for housing, and the development would be in a sustainable location. The Golden Rules are not applicable. The proposal therefore satisfies criteria (a)-(d) of paragraph 155 of the Framework. Consequently, the proposed development would not be inappropriate development within the Green Belt when considering the Grey Belt issue and the development is acceptable in principle.

Impact on the character and appearance of the area

- 4.3.21 The pattern of development in Gosmore is characterised by nearly all development having a road frontage although there are a couple of examples of cul-de-sacs in the village as is proposed. Therefore the principle of a cul-de-sac is not entirely out of character.

- 4.3.22 Whilst a small cul-de-sac development is not permeable and not particularly well integrated with the village, there is a footpath connection towards the village along London Road providing connectivity to the village.
- 4.3.23 The current undeveloped nature of the site is mainly experienced by passing traffic and pedestrians and those residents backing onto the site from The Crescent and Mill Road. The proposal will result in a notable increase in built form and hardstanding. However, the applicant has sought to maintain as much of the vegetation and trees along the boundaries as possible. Whilst green screening can die back or be removed, it will provide a positive degree of screening of the new development, particularly along the site frontage onto London Road.
- 4.3.24 The site has no particular landscape protection or protected trees. It adjoins a built up area comprising low to medium density housing. Overall there would be some diminishment of the open and rural character of the site and the proposed development would have some moderately urbanising influence on the character and appearance of the area.
- 4.3.25 Local Plan Policies SP9 and D1 support development that is well designed and responds positively to its local context. The proposed built form is acceptable on this edge of settlement site given its containment by other built development and London Road and the retention of trees and vegetation along the boundaries and proposed landscaping to help the new proposal integrate into the landscape.
- 4.3.26 Comments have been received the gradual suburbanisation and urbanisation of the village, unnecessary harm to openness and village character and the closing of open gaps in the countryside. These comments are noted. As discussed above, some harm will arise in the loss of the openness of the site. However, the site is contained on three sides by development and does not make a strong contribution to the openness of the green belt in this location and is considered to be a grey belt site.

Layout, design and appearance

- 4.3.27 The proposed density of development relates adequately to the local context and is not considered to be over development of the site. The number of houses proposed relates well to the similar density of the surrounding residential environment. The dwellings provide a good standard of amenity for future occupiers with good sized outdoor amenity space.
- 4.3.28 The design styles of the dwellings are appropriate in this context and relate well to the wider locality. The proposed materials of red brick, white render, natural slate roof are supported. The overall mix of 3 and 4 bed units is acceptable.
- 4.3.29 It is noted that the ground level of the site rises significantly from the London Road frontage towards to west. The stepping down of the ridge heights as the dwellings drops down to London Road is a positive feature, helping the development to reflect the local topography.

Impact on Neighbour Amenity

- 4.3.30 Policy D3 of the Local Plan permits development that does not result in unacceptable harm to the amenity of neighbouring occupiers and where necessary encourages the use of mitigation measures to reduce these impacts. This is generally reflected by the provisions within the NPPF.
- 4.3.31 The nearest affected properties are those in The Crescent to the south, properties in Mill Road to the south west and Flint House and Flint Cottage to the north.
- 4.3.32 Given the distances from nearby dwellings there will not be any unacceptable loss of privacy, overbearing impact or loss of light arising from the development. Concerns raised by the occupiers of The Old Police House are noted and the applicant has revised the design of Plot 5 in direct response to concerns raised. Given the distance of the rear garden of Plot 5, and the separation distance between The Old Police House and Plot 5 dwelling, no unacceptable harm will arise. Comments received regarding overlooking, loss of privacy and unacceptable impact on residential amenity and impact on home office at rear of garden have been carefully considered. Whilst there will be some degree of overlooking from the rear first floor windows of plot 5, this will not be to a degree sufficient to warrant refusal of the proposal on this basis. The rear garden of The Old Police House is already overlooked (albeit to a lesser degree) by other neighbouring properties.
- 4.3.33 It is also considered that no unacceptable harm will occur to the amenity of residents to the south from overlooking or loss of light given the adequate separation distance.
- 4.3.34 There may be some impact from noise from vehicles using the access road (including delivery and service vehicles). However, this would not be to a degree that would be considered unacceptable.
- 4.3.35 Noise arising from construction work is not a material planning consideration. It is reasonable and necessary to attach a construction management condition to manage this.

Amenity for Future Occupiers

- 4.3.36 In terms of the living conditions of the prospective residents, the proposed layout and size of the dwellings are adequate and adequate outdoor amenity space is provided.
- 4.3.37 Some concerns have been raised regarding the potential noise impact arising from the proximity of London Road which carries a heavy volume of traffic and from the sub station.
- 4.3.38 The application is supported by a noise assessment which concludes that standard double glazing and trickle vents will be sufficient for all proposed plots. This is supported by NHDC EHO subject to a condition that requires a scheme for protecting the proposed dwellings from noise arising from traffic on London Road and from the sub station including a close boarded fence for plot 1. It is reasonable and necessary to secure this via a condition and that the development is undertaken in accordance with the submitted information.

- 4.3.39 Overall the proposal provides a good standard of residential amenity for the prospective occupiers in accordance with Policies D1 and D3 of the Local Plan and the requirements of the NPPF.

Access, highways and parking

- 4.3.40 The proposed development will use the existing access albeit it will be upgraded to current highway authority standard. County Highways as a statutory consultee has raised no objection to the access or the development subject to conditions. They note that *“The applicant will need to enter into a 278 agreement with HCC as Highway Authority in relation to the modification of the existing access an advisory note is recommended in this respect”*.
- 4.3.41 Therefore, it is considered that the proposed access and location of the development would not harm the safe operation of the public highway. Concerns raised in the objections are noted. However, Herts County Highways have reviewed the proposal as statutory consultees and raise no objection.
- 4.3.42 Plots 1, 3 and 5 are 4 bed dwellings and benefit from a double garage and 2 off street parking spaces. Plots 2 and 4 are 3 bed dwellings and have a single garage and 1 off street parking space. Provision is made for 5 visitor parking spaces. This meets the parking standards set out in the Local Plan and is acceptable.
- 4.3.43 The proposal therefore meets the policy requirements of Local Plan policies T1 and T2 and the provisions of the NPPF.

Bins and Collection

- 4.3.44 Refuse vehicle swept path drawings are included in the highways technical note which demonstrate that a refuse vehicle can enter and leave the site in forward gear. Bin stores are provided at each dwelling. This is acceptable.

Landscaping, trees, ecology and biodiversity

Landscaping Plan and Arboricultural Survey

- 4.3.45 The application site has no special landscape designation. The proposal will reduce landscaping on the site in the short term, but this will recover to some extent once new planting is established and existing planting managed.
- 4.3.46 The Arboricultural Impact Assessment by Trevor Heaps dated 18th March 2026 submitted in support of the application shows a number of high value trees to be retained. It is noted that the garage of plot 4 bites slightly into the RPA of tree 15 a horse chestnut. A surgery consultation was undertaken with the NHDC Tree Officer. The tree officer concluded that the area of impact was modest and no unacceptable harm would be caused to the tree as a result.

- 4.3.47 The tree protection plan in Appendix 9 of the Arboricultural Impact Assessment sets out the measures to be undertaken to protect the retained trees. These include ground protection measures during construction, no dig zones and permeable hard landscaping. The tree Officer supports the measures and recommends a condition requiring the measures set out in the report are implemented. The report sets out tree planting details and replanting requirements in the event of loss of landscaping and necessary tree protection measures during construction. This is considered to be necessary and reasonable.
- 4.3.48 Concerns about loss of trees on the site are noted. However, none of the trees are or were protected and vegetation can be removed. The applicants have sought to retain as many of the existing trees as possible, particularly along the boundaries. Particular concern has been raised around plot 5. A new hedge is proposed along the rear boundary which will mature and provide some screening along with the retained trees. Whilst the removal of the vegetation on the site will have opened up the site, the remaining and replacement landscaping is considered to be acceptable.
- 4.3.49 Comments raised regarding encroaching conifers trees along the boundary are noted but this is not a material planning consideration.

BNG and Ecology

- 4.3.50 The submitted Preliminary Ecological Appraisal and Roost Assessment dated 16th October 2025 advises that there will be a net loss in biodiversity. Although the site has been cleared, BNG assessment has been based on pre cleared state of the site. In order for the development to meet the mandatory requirement for 10% BNG offsite units will need to be purchased.
- 4.3.51 NHDC Ecology Officer noted that the October 2025 Preliminary Ecological Appraisal & Roost Assessment, updated in April 2026, advises no bat roosts were identified on site but 'habitats recorded on site were assessed to provide foraging and commuting opportunities for bats'. The proximity of the existing trees and hedgerows to the windows from Plot 4 could result in a detrimental impact on bats using this corridor. They recommend a sensitive lighting strategy is conditioned. It is reasonable and necessary to add this condition.
- 4.3.52 Recommendations are made for ecological enhancements and a condition is advised to this end. It is reasonable and necessary to add this condition.
- 4.3.53 Comments received regarding the loss of biodiversity and impact on the ecology of the site are noted. However, no protected species were identified on the site or their habitats. The NHDC Ecology officer is satisfied that the proposal is acceptable in ecology terms with 10% BNG. It is unfortunate that the BNG off set is not provided locally but this is not within the control of the applicant or the LPA.

Land Contamination

- 4.3.54 The application is supported by phase 1 and 2 land contamination reports. The reports conclude that no remediation is required in relation to the proposals. The EHO consultation response raises no objection based on the submitted information, but recommends a condition in the event that contamination is found. It is necessary and reasonable to attach this condition.

Impact on the Environment

- 4.3.55 The site is located within Flood Risk Zone 1 where there is the lowest risk of fluvial flooding. The Environment Agency mapping also confirms that the site is not at a potential risk of surface water flooding.
- 4.3.56 The Council's Sustainability Supplementary Planning Document adopted in 2024 seeks to ensure that new developments are future proofed against the challenge of climate change. The development at this scale of development is unlikely to have any significant impact on local climate change.

4.4 **Conclusion**

- 4.4.1 The principle of the development in the Green Belt outside the defined village boundary is acceptable given that the development proposal is considered to be Grey Belt land and any harm to the Green Belt would be outweighed by the delivery of housing given the Council's lack of a 5 year housing supply.
- 4.4.2 The layout, design and appearance of the proposal are acceptable. Access, highways and parking are acceptable. No unacceptable harm will be caused to neighbouring occupiers. The standard of amenity for future occupiers is acceptable.

- 4.4.3 BNG is required and will be provided on and off site.

4.5 **Alternative Options**

- 4.5.1 None applicable

4.6 **Pre-Commencement Conditions**

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

5.0 **Recommendation**

- 5.1 That planning permission be **GRANTED** subject to the following conditions:

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

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

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

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

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

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

4. No development shall commence until details of the vehicular access to London Road have been submitted to and approved in writing by the Local Planning Authority. The access shall be designed using the minimum practicable kerb radii necessary to accommodate refuse and emergency vehicles entering and leaving the site in forward gear, as demonstrated by swept path analysis. The access shall thereafter be constructed and retained in accordance with the approved details.

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. The development hereby permitted shall be carried out in accordance with the approved visibility splays as shown on Drawing Nos. P3092/TS/6a and P3092/TS/6b.

Prior to the first use of the vehicular access, the visibility splays shall be provided and thereafter permanently retained. The visibility splays shall measure 2.4m x 43m in both directions, measured from and along the nearside edge of the carriageway.

The land within the visibility splays shall thereafter be kept permanently free from any obstruction exceeding 0.6 metres in height above the level of the adjacent carriageway, including vegetation, fencing, walls, structures or other features.

Reason: To ensure that adequate visibility is provided and maintained for drivers, pedestrians and cyclists in the interests of highway safety, in accordance with Policy 5 of Hertfordshire's Local Transport Plan (2018).

6. No development shall commence until a Construction Management Statement has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Method Statement shall include details of:

Access arrangements to the site.

Traffic management requirements.

Construction and storage compounds

Cleaning of site entrances, site tracks and the adjacent public highway.

Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times.

Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding which must be kept within the site boundary, pedestrian routes and remaining road width for vehicle movements

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).

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

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

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended no development as set out in Classes A, AA, B, C and E of Part 1 (and any further new class that may be introduced by way of an update) of Schedule 2 to the Order, (or any subsequent Statutory Instrument which revokes, amends and/or replaces those provisions) shall be carried out without first obtaining a specific planning permission from the Local Planning Authority.

Reason: Given the nature of this development, the Local Planning Authority considers that development which would normally be "permitted development" should be retained within planning control in the interests of the character and amenities of the area and to comply with Policy D1 and/or Policy D3 of the North Hertfordshire Local Plan 2011 to 2031.

9. No development above slab level shall take place until a scheme for protecting the proposed

dwellings from noise arising from traffic on London Road and from the sub station has been submitted to and approved in writing by the local planning authority. None of the dwellings shall be occupied until such a scheme has been implemented in accordance with the approved details and it shall be retained in accordance with those details thereafter.

Reason: To protect the amenity of future residential occupiers.

10. The development hereby permitted shall be carried out wholly in accordance with the details specified in the Proposed Residential Development Planning Noise Assessment by Spectrum Acoustic Consultants dated 05/02/2026 unless otherwise agreed in writing by the LPA.

Reason: To protect the amenity of future residential occupiers.

11. In the event that contamination 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 BS10175:2026. 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 prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the Environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024)

12. The development hereby permitted shall be carried out wholly in accordance with the details specified in the Arboricultural Impact Assessment prepare by Trevor Heaps dated 18th March 2026 unless otherwise agreed in writing with the LPA.

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.

13. Prior to first occupation, details of proposed boundary treatments around the external edges of the site and between the plots shall be submitted to and approved in writing by the local planning authority. This shall include details of groundworks for any area of boundary treatment within the Root Protection Areas of any retained trees as shown on the Tree Protection Plan in Appendix 9 of the Arboricultural Impact Assessment prepare by Trevor Heaps dated 18th March 2026.

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.

14. A lighting design strategy for biodiversity for the site shall be submitted to and approved in

writing by the local planning authority. The strategy shall; a) identify those areas/features on site to which bats and other nocturnal species are particularly sensitive and that are likely to cause disturbance in or around their breeding sites and resting places, or along important routes used to reach key areas of their territory, for example, for foraging, and b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

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

15. No development above slab level shall take place until an Ecological Enhancement Plan (EEP) for the creation of new wildlife features including integrated bird/bat and bee bricks in buildings/structures (swift bricks should be used where building heights allow), hedgehog holes in fences and hibernacula has been submitted to and approved in writing by the local planning authority.

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

Biodiversity Net Gain

1. 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.

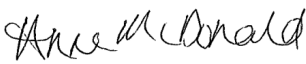
Proactive Statement:

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

Informative:

1. Advice about how to prepare a Biodiversity Gain Plan and a template can be found at <https://www.gov.uk/guidance/submit-a-biodiversity-gain-plan>
The Biodiversity Gain Plan should be submitted as an 'application for approval of details reserved by condition following grant of planning permission' via the Planning Portal.
2. 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 website:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
3. Obstruction of public highway land: 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 website:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
4. Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made-up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.
5. Avoidance of surface water discharge onto the highway: The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.

6. 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.
7.
 - 1) EV Charging Point Specification: 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.
 - 2) 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)
 - o 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.
 - o 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).
 - o 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 (nonextended) 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.
 - o A list of authorised installers (for the Government's Electric Vehicle Homecharge Scheme) can be found at <https://www.gov.uk/government/organisations/office-forlow-emission-vehicles>
 - o 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.

Signed  Anne McDonald	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Determining Officer Date: 15 June 2026	