

Item 1: 07/19/0200/F

Location: Fairmead, 90 Cuffley Hill, Goffs Oak, EN7 5EX

Description: Erection of 58 dwellings (14no. 2 bed, 9no. 3 bed, 32no. 4 bed and 3no. 5 bed) with associated infrastructure

Applicant: Countryside Properties [UK] Ltd and Landowners

Agent: Barker Parry Town Planning Ltd

Date Received: 04.03.2019 **Date of Committee:** 25.01.2022

Officer Contact: Peter Quaile **Expiry Date:** 03.06.2019

Ward Councillors: Cllr Mills-Bishop, Cllr Moule and Cllr Connolly

RECOMMENDED that planning permission be granted subject to:

- a) the applicant completing a planning obligation under s.106 of the Town and Country Planning Act 1990 (as amended) for the terms set out in this report; and
- b) the conditions set out at the end of this report.

1. CONSULTATIONS

- 1.0 HCC Highways – No objection subject to conditions and contributions to sustainable transport – see paragraph 7.8
- 1.1 HCC Lead Local Flood Authority – No objection subject to conditions
- 1.2 HCC Minerals and Waste – encourages suitable waste/recycling storage facilities for the dwellings and a waste/recycling plan for the construction phase
- 1.3 Herts & Middlesex Wildlife Trust – No objection subject to condition securing biodiversity gain on-site
- 1.4 HCC Infrastructure – Seeks contributions towards primary schooling, library and youth services
- 1.5 Thames Water - No objection
- 1.6 Environmental Health – No objection
- 1.7 Broxbourne Tree Officer – No objection
- 1.8 Broxbourne Green Spaces Manager – The play facilities should be a LEAP for a scheme of this size with a contribution towards neighbourhood facilities. The depth/bank profile of the SuDS pond could be a concern if part of the play area.

- 1.9 Broxbourne Waste Management – Comments awaited- on latest layout]
- 1.10 NHS England – seeks contributions towards a full range of medical services
- 1.11 Herts Police – All parking areas should be subject to surveillance and the applicant is encouraged to apply for Secured by Design accreditation
- 1.12 CPRE - The site is within the Green Belt and VSC are required for its development. The scheme proposes 120% uplift on the indicative number of units in the local plan. The tree lined verge would be breached by the new access and there would be potential for pedestrian/vehicle conflict.

2. PUBLICITY

2.1 The application was advertised by means of an initial site notice displayed on 21 March 2019 and a press advert dated 28 March 2019. 76 individual neighbouring letters were sent to nearby properties in:

- Cuffley Hill
- Millcrest
- Robinson Avenue
- Woodland Way

2.2 126 objections from neighbouring properties were received, one letter of support and 16 pro forma emails of support. The comments are summarised as follows:

- This will be a disaster for wildlife on the site – loss of habitat for owls, red kite, buzzards, woodpeckers, partridge, foxes, badgers, deer and bats – badgers have been seen on the site and use it for pathways
- There will be traffic chaos from the extra cars exiting the site and extra pollution – the village infrastructure cannot cope – will the water supply be sufficient?
- The green open land and views will be lost
- This area is already over-populated
- The houses are too close to the Robinson Avenue boundary
- There are trees in the rear gardens of Robinson Avenue which should not be removed
- There should not be side windows facing into gardens
- The green area which separates the houses from Cuffley Hill will be lost
- Why were we not told that Green Belt land had been de-classified?
- Cars speed down local roads despite road humps, the extra traffic will only add to this highway hazard
- The area will not cope without new schools, doctors, more police and road upgrades
- There will be trees lost which will harm wildlife habitat
- There will increased risk of flooding and we often have power cuts
- A green corridor for screening to the rear of Robinson Avenue and Cuffley Hill should be kept along with the boundary trees and hedges

- The number of houses is double what the local plan originally showed
- Affordable housing is commendable but these children will need schools
- Loss of privacy and sunlight to gardens
- Why allow another direct access onto Cuffley Hill - this will not be safe
- Children walk to school and the air pollution can give lung conditions
- The roads are at gridlock when the M25 is blocked
- Security to houses will be reduced if boundary vegetation is removed
- There could be noise and light pollution if lighting is not sympathetic
- Permitted development rights should be withdrawn to prevent lofts and large extensions causing overlooking
- Hours of building work should be controlled
- The private houses should not be a gated community
- Right turns will hold up the traffic – there are three turns close together
- There should be a highly detailed planting scheme with maintenance
- What provision has been made for the elderly with level access?
- How will there be public open space and retention of protected trees?
- Plans were previously refused for this site within living memory
- Are the other sites in Goffs Oak increasing the number of houses what is the cumulative impact of all the local development?
- Traffic goes too fast on Cuffley Hill – does the access take account of this?
- Access to the bus stops needs to be improved
- The service road should be retained for visitor parking
- The storage of materials on the site should be controlled to prevent harm to the retained trees
- I keep bees and there would be a reduction in nearby vegetation
- Insufficient parking would be provided
- Building works will make gardens impossible to enjoy
- The council should itself investigate protected species on this site
- The character and identity of Goffs Oak are being eroded and damaged by all the building
- The statistics used to verify the traffic are not relevant and are out of date
- The scheme is ill thought out and the house designs are bland
- There needs to be a better bus service to Cuffley from this site
- The scheme is over-development – Goffs Oak will be covered in bricks and mortar
- There will be more than 500 new homes in the area and a similar number around Cuffley – this will have a serious impact on the roads and schools
- Self-build in line with Policy GB2 would be appropriate on this site the scheme is far too dense
- We have built enough houses in Goffs Oak we do not need more
- The land will need to be remediated in order for housing to be safe
- Biodiversity should gain from development on site – not be lost
- Are there invasive species such as knotweed on the site?
- Train services at Cuffley are already under strain
- Secondary schools in the area are also over-subscribed
- Development should be delayed until low carbon energy is the norm

- The applicant does not own all the land up to Cuffley Hill so may not get access
- This could open up hundreds of acres of farmland to development
- Cllrs are invited to walk the site to see the most of the land is open space
- The scheme involves major loss of trees and should not be allowed
- The TPO needs to be stringently enforced on this site
- New houses are needed but this scheme will put the local area under extreme pressure
- Goffs Oak will be another urban sprawl connected to Greater London
- Construction noise, dust and disturbance should be minimised if the scheme goes ahead
- If refuse vehicle find the roads too narrow there may be littering in the area
- There js no good accessibility and where would people park for the play area?
- Will double yellow lines be needed at the site entrance?
- The new houses do not comply with the SPG privacy distances
- The new houses will be very close to garden home offices
- There will be a negative impact on mental and physical health
- This is becoming a built up area which is overcrowded and crime rates will go up
- The affordable houses on site are welcomed

3. RELEVANT LOCAL PLAN POLICIES

3.1 The following policies of the Borough of Broxbourne Local Plan (2018-2033) are relevant to consideration of this application:

GO5	North of Cuffley Hill
DSC1	General Design Principles
DSC4	Management and Maintenance
EQ1	Residential and Environmental Quality
EQ5	Contaminated Land
H2	Affordable Housing
INF8	Local Cycle and Walking Infrastructure
NEB1	General Strategy for Biodiversity
NEB3	Green Infrastructure
NEB4	Landscaping and Biodiversity in New Developments
ORC1	New Open Space, Leisure, Sport and Recreational Facilities
P01	Planning Obligations
TM1	Sustainable Transport
TM2	Transport and New Development
TM3	Access and Servicing
TM4	Electric Vehicle Charging Points
TM5	Parking Guidelines
W1	Improving the Quality of the Environment
W2	Water Quality
W3	Water Efficiency
W4	SuDS

- 3.2 The Borough-Wide Supplementary Planning Guidance (SPG) (August 2004) (updated in 2013) is relevant in this case as it provides design guidance for all forms of development.
- 3.3 The Borough-Wide Waste Supplementary Planning Guidance (August 2019) provides the details for the provision of refuse and recycling at residential and commercial properties, it is therefore relevant for all forms of development.
- 3.4 The National Planning Policy Framework (NPPF) July 2021 also needs to be considered as it sets out the Government's planning policies for England and how these are expected to be applied. The associated National Planning Policy Guidance is also relevant.

4. LOCATION AND DESCRIPTION OF SITE

- 4.1 The roughly rectangular application site forms part of the strategic site allocation in Goffs Oak under the terms of Local Plan Policy GO5, being located to the north of Cuffley Hill and to the west of Robinson Avenue/Millcrest Road. The site area extends to just under 3.71ha and formerly contained two horticultural businesses. With the adoption of the Local Plan, the site was removed from the Green Belt. It currently takes its main vehicular access to Fairmead Nursery from Cuffley Hill to the western side of no.90 which is set back from the building line. A second access to Rosemead Nursery from the nearby service road, which gives access to 90a to 100 Cuffley Hill, has been long disused and is overgrown. There are dwellings along the frontage on Cuffley Hill while houses back onto the site from Robinson Avenue and Millcrest Road to the east. To the west is the former CG Edwards landscaping site which has been developed for 23 detached dwellings which back onto the application site and are approaching completion. The land was previously home to two nurseries with Rosemead now indicated by some masonry and hard surfacing. Fairmead which lay to the east of the site is heavily overgrown but represented by low-quality storage/packing buildings which are derelict and abandoned equipment buried in the undergrowth.
- 4.2 There is self-set vegetation along the garden boundary to the east and along the boundary with the adjoining housing site to the west. There is mature woodland to the northern part of the site and other mature, protected trees to the south-eastern part of the site. The land falls to the west with a notable gradient in the north-western corner of the site. The site is located within flood zone 1 with a low probability of fluvial flooding. There is a drainage ditch close to the northern boundary which runs east-west and eventually connects through the woodland to Cuffley Brook. The site is subject to a Tree Preservation Order No.2 2017 LT6-290 which covers all the mature trees of quality on the site. A copy of the TPO map is included in the section of the report dealing with landscaping and ecology in paragraph 7.13 below.
- 4.3 Cuffley Hill is a classified 'B' road [B156] subject to a 30mph speed limit where it passes the application site.

Location Plan



Title Planning Application 07/19/0200/F

Location Fairmead, 90 Cuffley Hill, Goffs Oak EN7 5EX



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Dm SB/DP 18 November 2021 Scale 1:2,000 A3

Aerial Photograph



Site photographs

Proposed Entrance Location



Looking South across the site



Northern Woodland



North-Eastern part of site



Eastern Boundary



5. PROPOSAL

- 5.1 This is a full application which has been amended on several occasions in order to address perceived technical deficiencies in the layout and detailed design and with the aim of securing the maximum retention of the good quality trees. There have been revisions to the site access, to the drainage scheme, the overall layout and the arboricultural/ecological aspects of the proposal. The number of units sought by the application remains at 58 as originally proposed, albeit with a revised mix which now excludes apartments. The layout would be chiefly defined by the extent of mature tree cover on the site to the north/north-west and south-western areas of the site. The density would be 15.6 dwellings per hectare.
- 5.2 The dwellings would consist of detached family housing, semi-detached properties and terraced dwellings of two storeys with chiefly in-curtilage car parking but with bay parking for most of the terraces. The mix would be 14 two bed houses, 9 three bed houses, 32 four bed houses and 3 five bed houses. There would be 40% [23] of the total as affordable units, located to the western side of the site. There would be significant green areas, especially to the centre/northern part of the site which would also contain a play area and two SuDS basins.

Site Plan: Affordable units with red dot



5.3 The design of the houses would be conventional with pitched roofs and a range of traditional architectural features including a variety of entrance door canopies, projecting bays, soldier courses to windows, decorative fascia boards and chimneys. Materials would be mainly brickwork with tiled roof but there would be weatherboarding and render on a minority of the proposed house types. The examples below show much of the range of dwellings including some detailed line drawings of the front facades.





Applicant's CGI – looking north-east at Plots 42/43



- 5.4 The scale of the dwellings would be either two storey or two storey with rooms in the roof lit by front dormers. The building heights would range from 8.75m to 10.75m where accommodation is proposed in the roof.
- 5.5 With regard to car parking, there would be 155 spaces with allocation and three visitor spaces. Cycle parking could be accommodated in rear gardens/sheds as all the dwellings have private gardens.
- 5.6 Road access would be taken from Cuffley Hill via a re-modelled service road with the existing road access next to 90a Cuffley Hill closed. The service road would be blocked at each end and access taken over the existing verge straight into the site. This new, single access would also serve the houses currently reached along the service road.
- 5.7 Surface water drainage would be contained within the site and it is proposed to drain into two detention ponds near to the northern site boundary from which a controlled run-off would feed into an existing drainage ditch which runs off to the west in the adjoining land.
- 5.8 The application is accompanied by a design and access statement, a planning statement and reports relating to flood risk/drainage, transport, ecology, trees and archaeology.
- 5.9 The applicant undertook pre-application advice with the Local Planning Authority in relation to the principles of the proposal.

6. RELEVANT PLANNING HISTORY

- 6.1 There was a series of planning applications for residential development on this site in the 1970s, all of which were refused. These applications culminated in an outline residential scheme set out below:
- Planning reference 7/248/1990 – application for outline residential development - refused permission 17th July 1990 on Green Belt grounds, loss of rural outlook and highway access/safety

7. APPRAISAL

- 7.1 The main issues for consideration in this case are as follows:
1. The principle of development for residential accommodation
 2. Layout, design and townscape
 3. The impact on living conditions for neighbouring properties
 4. Living conditions for future occupiers of the property
 5. Highways, Access and car parking

6. Landscape and Ecology
7. Ground Conditions and Drainage
8. Planning Obligations
9. Other matters

These matters are appraised in turn below.

Principle

- 7.2 This proposal seeks to develop two of the three sites set out in the 'North of Cuffley Hill' housing site allocation under the terms of adopted Policy GO5. The principle of development for residential development on these two conjoined sites was established at the adoption of the Broxbourne Local Plan 2018-2033 on 23rd June 2020. Permission was granted in July 2019 for the erection of 23 detached houses on the former CG Edwards site which adjoins to the west of the current proposal. The land the subject of this current scheme is indicatively shown to provide approximately 26 dwellings in the Local Plan allocation. The CG Edwards site achieved 23 units on a site indicated for approximately 20 dwellings in that same Local Plan policy.
- 7.3 While the principle of residential development is considered to be uncontentious, this report examines whether the scheme is appropriate to the site and whether it seeks to overdevelop the land. As Members will have noted, there is significant body of objection to the proposals as presented and there are a number of planning issues to scrutinise in detail in order to clarify the overall planning merits of the scheme. The general layout of the new estate would provide a range of houses from large detached dwellings, semi-detached properties and an area of terraced dwellings which would provide the affordable component. The report aims to set out clearly the issues pertinent to development and the proposed uplift in dwelling numbers when compared to the estimate in the Local Plan policy. **The principle of residential development is considered to be acceptable under the terms of Policy GO5.**

Layout, Design and Townscape

- 7.4 The proposed layout is shown below, reflecting the changes made to the scheme while the application has been under consideration. In particular the layout has been amended in order to minimise the impact on the significant area of mature trees which are on site. This process includes moving the detention ponds to retain a mature oak tree in the northern woodland and adjusting the housing layout in the south-eastern part of the site with the aim of maximising the retained tree cover. This work has included enhancement of the site landscaping to be introduced with commensurate gains in ecological status and post-development biodiversity [discussed elsewhere in the agenda report]. The scheme would be accessed via a new spine road re-using the old nursery entrance which is currently heavily overgrown. The access road would split

either side of the woodland at the northern end of the site and would have west-east branches to serve clusters of houses. The affordable element would be to the west of the spine road. The layout would have a gateway of six houses before the townscape opens out to encompass a large mature oak tree and then a group of retained trees to the eastern side of the carriageway. The terraced houses would be in runs of no more than four dwellings which helps to avoid monotony while the semi-detached and detached dwellings would be arranged irregularly to provide a more organic and less regimented feel to the short vistas either side of the access road. As amended the scheme is considered to offer an attractive layout which makes good use of the land. **The scheme is considered to be in accordance with adopted Policy DSC1.**

Site Layout



7.5 The design of the houses has followed the lead given by the nearby Countryside scheme to the south of Goffs Lane which was approved in April of last year and is currently under construction on site. The houses of all sizes would be of traditional form with strong roof pitches, predominantly brick facades but with weatherboarding or render on seven houses to add visual interest and reflect the materials local to Goffs Oak. There would be conventional window design and a range of front entrance canopy designs depending on the style and size of the particular dwelling. Brick plinths, decorative barge boards and small, flat roofed dormers would all help to provide visual variety and inset reveals will ensure that there is articulation and shadow lines to assist in adding character to the overall compositions. As is often the case on new estates, good quality materials will be important in ensuring achieving high quality design in a location which needs to work with and enhance its natural setting. A condition is proposed to secure details of facing and roofing materials but this process will also involve submission of details of canopies, window and front entrance door designs to ensure that a good quality of façade is provided on this allocated housing site. The design is considered to be acceptable in accordance with Policy DSC1 of the Broxbourne Local Plan.

Spine Road looking east



Spine Road looking east [continued]



Spine Road looking west



View North into Site Entrance



View South across Larger Basin



Impact on Living Conditions for Neighbouring Residents

- 7.6 The proposed houses would not overlook the nearest houses to the east on Robinson Avenue and Millcrest Road as all but one of the dwellings would flank onto that boundary. The sole house to back onto Robinson Avenue would be more than 40m distance from the nearest existing dwelling and more than 10m from its garden boundary. To the south, the back to back distances would exceed 30m and to the north, the houses would look towards long rear gardens of houses on Millcrest Road. To the west are the new houses on the former CG Edwards site; the SPG separation is achieved to the new dwellings, the houses would be angled to the boundary and there is intervening vegetation. In terms of distances from garden boundaries, to the west there would be a 15m set back, to the south, the distance to the boundary would be 11.5m at the nearest point. To the east, the flank distances to gardens would range from 4.5m to 10.5m so overall there would not be an oppressive impact on existing private rear gardens. **The impact on privacy, day and sunlight and general amenity for nearby occupiers is considered to be acceptable in line with adopted Policy EQ1, the borough-wide SPG and the NPPF.**

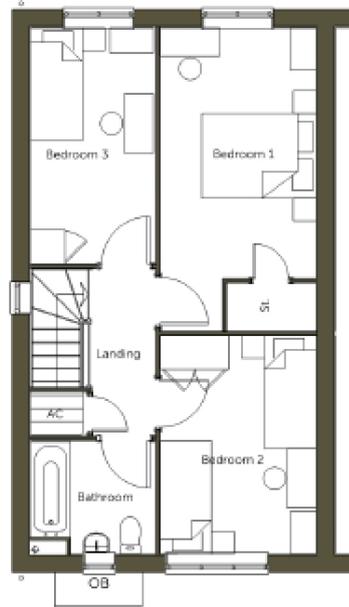
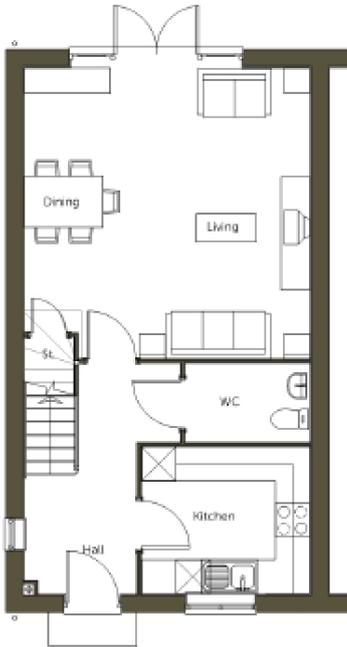
Living Conditions for Future Residents

- 7.7 The layout has been amended to address officer concerns that there were rear gardens dominated by large trees and areas of the site which did not meet the window to window privacy standards set out in the Council's SPG. The layout was adjusted to improve the relationship between retained vegetation and rear gardens and as revised, the dwellings meet or exceed the 25m SPG privacy standard resulting in an acceptable level of privacy for future residential occupiers.

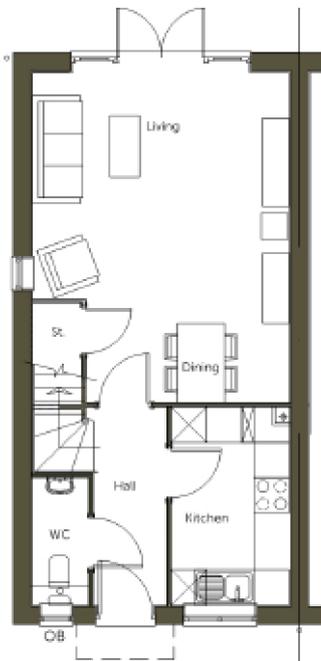
Four Bed House Layout



Three Bed House Layout



Two Bed House Layout



There are smaller two bedroom properties proposed as well as three bedroom semi-detached houses and four and five bed units. Each house would have an adequate private amenity garden and would meet the nationally described and local floorspace standards internally for the main bedrooms and the Council SPG standard for bathrooms. There would also be adequate internal space for storage and airing. As many of the private gardens meet or only slightly exceed the SPG standard it is proposed to remove permitted development rights for rear ground floor extensions and garden buildings so that the Council retains control over future amenity space provision. **The standard of accommodation and associated amenities are considered to be acceptable in relation to adopted Policy DSC1, the Council's SPG and the NPPF.**

Highway Access

- 7.8 This proposal would take its access from Cuffley Hill, re-opening the disused entrance which is on the service road and closing off the existing nursery entrance which is next to 90a Cuffley Hill. In order to prevent multiple access points and highway hazard, the two existing service road entrances would be closed and the new roadway would serve the proposed dwellings as well as houses along the service road, west and east. A pedestrian refuge would be installed to help with road crossing and there would be a dedicated right turn space for vehicles travelling west towards Cuffley so as to minimise traffic disruption from the entrance to the new estate. Cuffley Hill benefits from good visibility in both directions at this point and the speed limit is 30mph. HCC as local highway authority does not object to the proposed design of the road access subject to conditions relating to submission of details of the new works. The layout has also been designed to allow for the Council's largest refuse freighters to manoeuvre and to provide access for fire tenders in accordance with Building Regulation requirements – HCC Highways do not raise concerns about these aspects. Comments regarding refuse storage and collection are awaited from the Council's waste management service.

7.9 Traffic Generation

A number of objectors have raised concerns about the additional traffic generated by the scheme, significantly above the level of development anticipated when the Local Plan policy was formulated. Cuffley Hill is already a busy road and residents believe that this road and Goffs Oak in general would not be able to cope as there is already congestion at peak hours. Members will of course be aware the development of the strategic sites across the Borough over the next 15 years will be accompanied by interventions across the highway network including upgrades to the A10, its junction with Lieutenant Ellis Way and potentially re-working the junction of Goffs Lane/Cuffley Hill/Newgatestreet Road including installation of traffic signals. The transport models prepared for the Council as part of the evidence base for the Local Plan indicate that the strategic road works proposed by the Council will be sufficient to keep the highway network operating and the traffic moving. Contributions to these strategic road proposals are proposed as part of the s.106 agreement.

- 7.10 With regard to potential traffic impacts from this specific scheme, the applicant has submitted a Transport Statement which examines the likely vehicle generation from this site and includes an estimate of the percentages of traffic which will travel west and east from the new entrance. A Green Travel Plan has also been submitted to encourage future residents to consider multi-modal transport options. The vehicle traffic generation from this proposal has been estimated by the applicant at a maximum of 29 trips [8 in and 21 out] in the morning peak hour and 33 trips [21 in and 12 out] in the evening peak hour. The daily traffic movements would be 142 vehicles in and 145 vehicles out as modelled by the applicant. The figures are derived from national databases of traffic generation of similar types of development in comparable locations. The change in traffic volume equates to an increase of less than 2.5% when set against the overall volume of vehicles on the B156 Goffs Oak to Cuffley with around 45% heading east and 55% west.

HCC as Highway Authority has accepted this estimation of the probable level of trip generation at around one vehicle every two minutes [including inward and outward traffic] in the peak hours and considers that the traffic generation is likely to have only a minor impact on the local and strategic highway network. In terms of cumulative increase, the current scheme would produce such a low percentage uplift in the amount of traffic on the network it is considered that in the context of no objection from the County Council, a refusal on the basis of traffic generation would not be sustainable.

The travel plan submitted has been assessed by the County Council and found generally fit for purpose; this may assist in moderating the levels of private car use. The extra volume of traffic also needs to be considered in the context of road modifications proposed to take place elsewhere in the Borough as the Council looks to improve capacity across the wider highway network in concert with delivery of the development sites allocated in the Local Plan.

Car/Cycle Parking

- 7.11 The scheme as presented shows car parking overall to be in accordance with the Council's SPG standard. The proposed mix of dwellings [with the SPG guidance] is 14 x two bed [2 spaces], 9 x three bed [2.5 spaces], 32 x four bed houses [three spaces] and 3 x five bed [3 spaces] – for a total of 155.5 spaces. The scheme would provide 155 dedicated spaces for the houses, along with 3 other visitor spaces which would be unallocated, for a total of 158 spaces. This level of minor over-provision would help to ensure that the scheme absorbs its own car parking and allows access for service and other larger vehicles for which provision has been made in the road and driveway layout. With regard to electric vehicle charging [EV], the applicant confirmed that all dwellings will have the ability to install an active charging point. This matter will be secured by condition.

Each house has its own private amenity space in which cycles can be stored.

7.12 It is considered that the impact on the highway network, the new road access and car parking provision are acceptable for the proposed development in the context of SPG car and cycle parking guidelines along with Policies TM1, TM2, TM4 and TM5 of the Local Plan.

Landscape and Ecology

7.13 The application is supported by a tree survey and an ecology report which includes a walkover site survey. The tree survey finds that the trees of quality are concentrated primarily at the northern end of the site and in the south-western corner as shown in the tree preservation order from 2017 which protects this site. The Council' tree officer agrees with this general assessment. The TPO which covers the copse, significant individual and groups of trees on site is shown below.

TPO No.3 2017



- 7.14 Following a joint site visit which included the Council's tree officer and the applicant's representatives, the layout has been amended in order to take account of the significant trees across the site. The larger drainage pond has been re-modelled to retain a mature oak tree in the northern copse and the layout in the south-western corner would now retain all the mature, healthy oak trees identified in the TPO. In terms of trees to be lost, a B category Ash would be removed to allow for the drainage scheme and a mature apple tree would also be lost. There would be scrub and small self-set shrubs and trees lost in the north-eastern part of the site which is not covered by the TPO. This growth is in/around the abandoned nursery buildings and equipment, is in land which will need cleaning and remediating and cannot be retained in developing the site. The Council's tree officer does not raise objection to the above works and tree removal. In terms of off-site works, two trees in the highway verge would be lost in creating the access, a false acacia and a yew, both C category condition specimens. This removal of these street trees is unavoidable with the design of the entrance sought by HCC Highways as these two trees would be under the new access. There may be scope for extra verge planting to restore the tree screen and this will be pursued as part of the ongoing development and associated landscaping works if the overall scheme is supported by Members. On the site there is a fairly detailed landscaping scheme proposed for the houses and the open space [shown below]. As noted above, this would retain the significant tree group and the mature TPO protected specimens chiefly in the south-western part of the site but also adjacent to the new spine road. The landscaping shows heavy tree planting and hedgerow enhancement to benefit the future residents but also aid in mitigating any visual impact the scheme produces for existing residents around the site boundaries. The fine detail of all the new planting for public and private areas would be secured by condition.
- 7.15 A phase 1 habitat survey was undertaken to inform the Ecology Report and this has found limited potential for bat presence but has not found any other protected species on the site. The ecology report recommends further, detailed on site survey work prior to any building works commencing. This would be secured by a planning condition.
- 7.16 The Herts and Middx Wildlife Trust has had detailed discussions with the applicant as agreement on the improvements in overall biodiversity across the site has been difficult to achieve. There would be habitat improvements via new hedgerows, significant levels of additional tree planting, installation of two drainage ponds in the new open space and by widespread installation of bird and bat boxes. This would have achieved a level which would result in a net gain of 1% in biodiversity overall. While this is a marginal uplift, it is in line with the methodology set out by DEFRA and would meet the terms of Policy NEB1 by generating a net gain. **Subject to the actions set out above, the scheme is considered to be acceptable in accordance with Policies NEB1 and NEB4.**

Landscaping Scheme



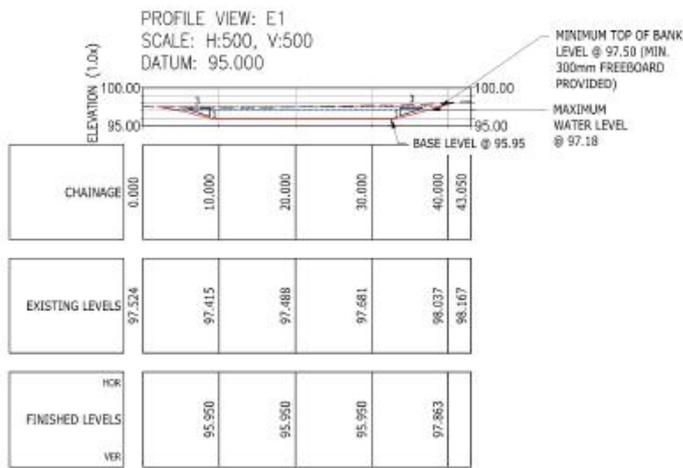
Ground conditions and drainage

7.17 The site has historically been associated with horticulture and has been unused in recent years. The condition of the ground reflects the historic uses and a condition is proposed to deal with thorough investigation and remediation of the land, to be assessed by the Council's Environmental Health Service, prior to any residential development.

7.18 The site falls within an area designated by the Environment Agency as having a low probability for fluvial flooding. With regard to surface water drainage, as the site slopes from east to west and to the north in the woodland, a drainage scheme has been devised to take water away from the hard surfaces into two detention ponds and from there are greenfield run-off rates into a ditch just beyond the northern boundary. This method of surface water disposal has been verified following a joint site visit with the County Council flood risk management team. The banks would be a maximum gradient of 1:3 so would appear as natural features and would moderate any hazard from standing water. The County Council does not raise objection to this proposal subject to the imposition of two conditions to secure fine detail of the final drainage scheme.

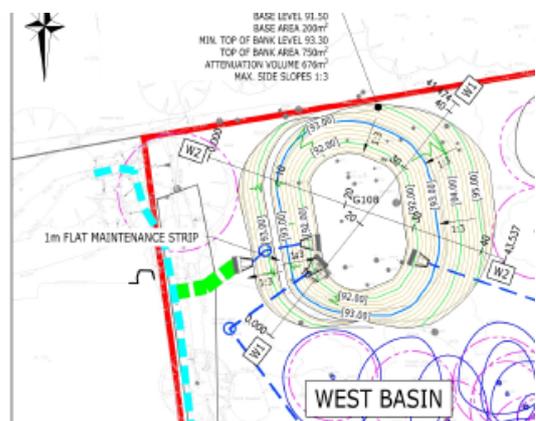
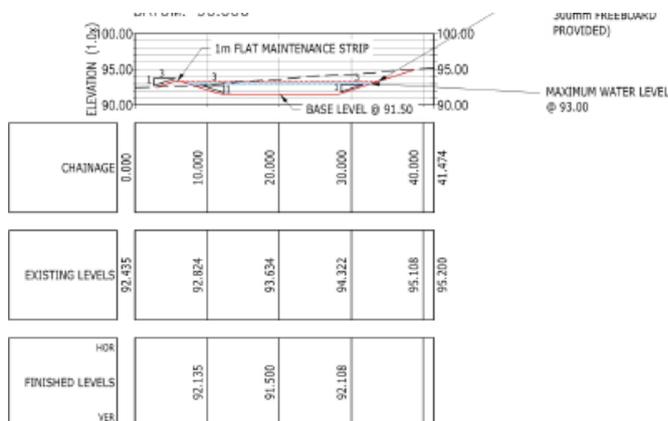
Eastern Basin

In a major flood event, the eastern pond would have a maximum water depth of around 1.25m.



Western Basin

In a major flood event, the western basin would have a maximum water depth of around 1.5m.



- 7.19 With regard to foul water, the strategy proposed is to run a sewer from the site into an existing mains facility on Cuffley Hill to the south-west of the site along the new access road. Thames Water has written to confirm it has no objection to the proposed surface and foul water disposal methods. **The scheme is considered to be acceptable in accordance with adopted Policies EQ5 and W4.**

Other matters

- 7.20 Issues raised by neighbours which have not been covered by the foregoing assessment include: an increase in crime and anti-social behaviour, an existing surface water flooding issue at the bottom of Cuffley Hill, , there is too much development in Goffs Oak and that public transport is inadequate to serve the local area, including deficiencies at Cuffley Station. In terms of crime and anti-social behaviour, the Herts Police Crime advisor has not commented adversely but encourages compliance with secured by design. There is a series of allocated sites in the Local Plan in the Goffs Oak area and Members will be aware that these are to be accompanied by upgraded community facilities in the village centre and a new school at the centre of Rosedale Park. The local bus service which serves the Rosedale area and passes the site is to be upgraded from s.106 contributions flowing from the Rosedale Park developments. The Council cannot upgrade train services to and from Cuffley. There would be a degree of migration of wildlife from this site regardless of the density or level of development. The farm land to the north of this site will not have any access and is open Green Belt with full policy protection. In terms of infrastructure and services, Thames Water does not object in terms of water supply to the site or disposal of water/drainage from it. A contribution from the planning obligation would go towards improved local NHS services, towards sport and recreation and regeneration of Goffs Oak village centre. There would be noise and disruption to residents from building work but this would be mitigated and closely controlled by condition.
- 7.21 The scheme includes a report on the likely presence of archaeology on this site which is not designated as an Area of Archaeological Interest in the Local Plan. The desktop study concludes that given the extensive construction of glasshouses, hard surfacing, access roads and ancillary buildings, the area to be developed is unlikely to contain significant buried historic assets. The proposed built area is largely where there has been previous development and it is considered that there is a very low potential for any underground historic remains on the development site.
- 7.22 Given the extensive existing and proposed tree cover on site, it is important for the correct level and type of lighting to be installed and retained to protect wildlife such as bats which use the tree corridors and adjacent woodland and to minimise light pollution to existing residents. A condition is included at the end of the report to secure the details of external lighting, including the roads and parking areas. There will be a play area in the northern part of the site which will be available to occupiers of the site and other residents in the local area. Details of the play area will be submitted as part of the site landscaping scheme.

Sustainability

- 7.23 The scheme is not accompanied by an energy statement which looks at usage/efficiency on the completed site. In common with most volume housebuilders, Countryside concentrates primarily on a fabric first policy which looks to meet and then exceed the relevant Building Regulation requirements set out in Part L. Confirmation of reductions in CO2 emissions above this level are being sought from the applicant.

8. PLANNING OBLIGATIONS

- 8.1 Officers have discussed the main elements of the necessary planning obligations with the applicant in order to reach a position whereby the community benefits to flow from the scheme parallel those achieved in the recent permissions granted in the Goffs Oak area. The applicant has agreed to mirror the planning obligations on the allocated sites on the corner of Newgatestreet Rd/St James Rd and Land South of Goffs Lane with the relevant contributions adjusted pro rata to take account of the number of proposed dwellings. HCC has requested £144,140 in respect of primary schooling [expansion of Woodside School], £103,500 for sustainable transport measures, £10,839 for Goffs Oak library and £3,122 for youth services. NHS England has written seeking a total of £191,266 in respect of the full range of medical services which they provide but with no specified local end user.

- 8.2 The main heads of terms for the legal agreement are summarised as follows and reflective of the schemes mentioned above the obligation would contribute around £24,500 per dwelling. The sums under each head are provisional and may vary prior to completion of the obligation. Members also may consider that the expenditure proposed by the County Council on the local library is worthy of support.

- **Affordable Housing**– 40% of the total number of dwellings at a tenure split of 65% affordable rental and 35% other tenures – to be provided on site and including local nominations agreement
- **Education – Primary/Nursery**: Proportionate financial contributions to the cost of provision in the local area – Members will be aware that Woodside Primary is now an academy school which means that HCC as local education authority no longer exercises control over its management and potential expansion

Secondary: Proportionate per dwelling contributions to provision of a secondary school or, as is more likely, expansion/improvement of existing secondary schools.

Total sum: £1,012,494

- **Strategic Transport** – financial contributions to major works to the A10 and other strategic junction interventions set out in the draft Broxbourne Transport Strategy including the upgrades at the Goffs Lane/Cuffley Hill junction.

Total sum: £100,248

- **Local Transport** – Proportionate per dwelling contributions in relation to sustainable transport to be potentially offset against enhancement of nearby bus stops and pedestrian facilities
- **Total sum: £100,248**
- **Town and Village Centre Regeneration** - Proportionate contributions in relation to improvements at the local centre in Goffs Oak village
- **Medical/Community** – Proportionate per dwelling contribution from the development towards local medical services
Total sum: £35,802
- **Sports and Recreation** – Proportionate per dwelling contribution from the site towards improvement and expansion of Rosedale Sports Club or other nearby sports pitches serving Goffs Oak
Total sum: £164,692
- **Estate Management Scheme** to ensure that all public areas are appropriately managed in perpetuity. This would include the site roads which are not anticipated to be adopted by Hertfordshire County Council as well as the public open space in the woodland
- **S.106 Monitoring**

9. SUMMARY AND CONCLUSION

- 9.1 The application site is allocated for residential development in the Local Plan as the larger component of adjoining land to the north of Cuffley Hill under the terms of Policy GO5. The scheme has been amended as the applicant has sought to meet the main criteria set out in above policy to achieve 40% affordable housing, public open space and retention of the protected trees. The agenda report indicates that there is no technical shortfall in the proposal in terms of the sizes of dwellings, their plots or the relationships between them in terms of privacy and outlook. There would be no material impact on amenity for nearby residents. The design of the houses would not be out of place in Goffs Oak and has the potential to produce attractive façade designs as were approved in the scheme which is under construction to the south of Goffs Lane. There is no substantive outstanding technical issue to resolve in this scheme: the site and views from neighbouring houses would change fundamentally as a result of any residential scheme built under this Local Plan allocation for housing.
- 9.2 Officers understand and fully appreciate that there is disquiet around the application site and in Goffs Oak more generally over the amount of development which is taking place in the area and which will be on going for several years as all the Local Plan housing sites come on stream. The Local Plan does of course include a programme of improvements to the village centre including community facilities, a new village green and remodelling of the main junction to ease congestion. If approved, the scheme would deliver substantial financial benefits towards social and physical infrastructure in the locality and

across to Cheshunt. The concerns of neighbours are acknowledged, but objection cannot be sustained to the principle of development. The number of dwellings proposed is more than double the amount estimated in the Local Plan policy but the density of development would be less than 16 dwellings per hectare: this is partly a function of the amount of developable area on the site but is low density nonetheless. There would be an area of public open space to the northern part of the site, there would be 40% affordable provision, all of which would be houses. The section above on ecology sets out the impact on natural vegetation and in particular the TPO protected mature trees. There would be a modest gain in biodiversity from the development.

The Transport Statement contends that the scheme would not have a significant impact on the local highway network, a position accepted by the County Council as local highway authority. The historic refusal on highways grounds is noted but the site is allocated in the context of up-to-date traffic modelling and the access is considered to be acceptable. The overall effect of sites being developed in Goffs Oak increase pressures on the road system but the Local Plan proposes measures to address network pinch points and local congestion. This proposal would contribute financially to these highway works. The scheme is recommended for approval subject to the conditions and legal agreement as set out below.

- 10. RECOMMENDED that planning permission be granted subject to the applicant first completing a planning obligation under S.106 of the Town and Country Planning Act 1990 (as amended) for the terms set out in this report and the planning conditions set out below:**
 - 1. Time limit**
 - 2. Development in accordance with approved plans**
 - 3. Details and samples of external facing, roofing materials**
 - 4. Details and samples of surfacing materials**
 - 5. Details of fencing boundary treatments.**
 - 6. Notwithstanding the submitted scheme, details of a comprehensive landscaping scheme for the site including tree retention/protection, play area/equipment and the areas around the drainage basins.**
 - 7. Surface water drainage to be implemented in accordance with the FRA**
 - 8. Submission of full drainage details including the drainage ditch, SUDS, pipe runs and drainage calculations**
 - 9. Ground investigation and remediation to include asbestos**
 - 10. Details of site levels to be agreed prior to commencement.**
 - 11. Details of refuse/recycling storage and collection**
 - 12. Details of foul drainage to be submitted and approved prior to the commencement of development**
 - 13. Completion of all roads and parking before first occupation**
 - 14. Retention of all parking spaces and garaging for domestic use**
 - 15. Closure of redundant vehicle access**
 - 16. Details of scheme to install EV charging facilities and installation prior to first occupation**
 - 17. Full details of the new road access junction to be submitted for approval – including pedestrian facilities**

- 18. Relocation and upgrade of the two closest bus stops on Cuffley Hill**
- 19. Details of new pedestrian crossing point on Cuffley Hill**
- 20. Details of installation of new dropped kerbs at Robinson Ave and the Meadway**
- 21. Full details of junctions of access roads and main spine road**
- 22. Revision, implementation and retention of the Green Travel Plan**
- 23. Full details of external lighting to be installed**
- 24. Details of digital infrastructure to be provided on first occupation**
- 25. Comprehensive site management and maintenance plan**
- 26. Construction Environmental Management Plan including:**
 - Hours for Construction**
 - Hours for deliveries**
 - Measures to reduce dust and dirt within the development**
 - Space within the site for the storage of materials and parking for site operatives and visitors**
 - Details of Tree Protection Measures**
 - Details of site hoardings**
- 27. Removal of permitted development rights [Class A to E]**
- 28. Pre-commencement protected species surveys**