

# **Policy HERT 2: Mead Lane Area Statement of Common Ground**

**Between East Herts Council, St William Homes and  
Norbury Fencing and Building Materials Ltd**

September 2017

**LICHFIELDS**

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## 1.0 Introduction

- 1.1 This Statement of Common Ground (SoCG) has been prepared by Lichfields in respect of the proposed Local Plan allocation Policy HERT2 concerning the redevelopment of land for residential and mixed use. The signatories are St William, Norbury Fencing and Building Materials Ltd (Norbury Fencing) and East Herts Council (EHC).
- 1.2 The boundaries of the proposed development land controlled by St William and Norbury Fencing are as defined in the site plan provided at **Appendix 1**.
- 1.3 These boundaries are consistent with the parameters of the allocation, identified in the plan which accompanies Policy HERT2, in the Pre-Submission version of the emerging District Plan (Figure 7.2).
- 1.4 Policy HERT2 currently proposes to allocate the site *‘to provide approximately 200 homes by 2027, as part of mixed-use development’*. As part of this there is a requirement for the delivery of *‘3,000sqm B1 employment floorspace’* which, it is stated in the Policy *“will provide appropriate opportunities to promote self-containment and sustainability and should also act as a buffer between existing employment uses and new residential provision”*.
- 1.5 The subject site is available now, is a suitable location for the uses proposed, and, subject to the resolution of objections on matters of detail of Policy HERT2, there is a realistic prospect that housing will be delivered on the site within five years for residential and mixed use development.
- 1.6 All of the proposed allocated land comprises existing previously developed land. The Norbury Fencing and Building Materials site contains the existing Norbury Fencing business and the business has been actively trading from this location for several decades. However, the company ideally wants to relocate the business to a more suitable site within the district with superior access to the primary road network which avoids channelling large numbers of heavy and light goods vehicles along residential streets. It is the company’s intention to explore alternative local sites. St William and Norbury Fencing both accept the need for the allocated site to be comprehensively planned. How the site is built out is a matter to be resolved (See section 11).
- 1.7 St William and Norbury Fencing are working in a cooperative way to better understand the allocation site and the planning issues associated with redevelopment. The two companies plan to continue discussions for the site over the next 6-12 months.
- 1.8 This SoCG sets out those matters which have been agreed between St William, Norbury Fencing and EHC, as Local Planning Authority, and the site’s proposed allocation for residential and mixed use development in the Pre-Submission District Plan.

## 2.0 Background Information

### Location

- 2.1 The site is located approximately 500m to the north of Hertford East rail station and within a 10 minute walk (1km) from the town centre. The nearest bus services are on Mill Road, with a bus stop 500-600m south of the site. With the completion of the Redrow development at Mead Lane, which includes a bus stop within a passenger transport interchange on the new link road, this distance will be significantly reduced. However, it is noted that not all services will be served by this new bus stop in the Mead Lane area.
- 2.2 The site is well located close to the Mead Lane Business Centre and is close to playing fields, at Hartham, and accessible open land to the north.

### Site Description and Ownership

- 2.3 The site covers an area of 4.19.ha and comprises a former gasworks site and a wood yard (Norbury Wood Yard). The land is in **two ownerships**. National Grid control two parcels of land to the north (2.63ha) and south (0.93ha) with Norbury Fencing and Building Materials Ltd (hereinafter referred to as the wood yard) in between (0.63ha).
- 2.4 The Mead Lane Area is split into **four land parcels**. The northernmost part was last used as a gas works, and contained two gas holders and a number of ancillary buildings and equipment. These have now been removed and the site has been vacant for some time. There are no buildings or other structures on the site.
- 2.5 To the south of the redundant gas works is a yard used for the sale of wood and other building material.
- 2.6 To the southwest of the wood yard is a site which previously contained offices used by National Grid, but have now been demolished. The southernmost portion of the site is a piece of vacant overgrown land.
- 2.7 To the north, the site abuts the River Lea Navigation. To the east, there is a three storey brick office building and access road leading to it, and, to the south, are two storey office/light industrial units and a warehouse building. To the west of Marshgate Drive, is new flatted development (Smeaton Court) and two storey residential dwellings. This was granted planning permission in 2008 for 182 dwellings.
- 2.8 The land to the north (former gas works) is vacant and overgrown, with small trees and shrubs. The land to the south of the wood yard comprises concrete slabs of demolished buildings and the soil which was below the previous hardstanding and car parking on the site. The site is bounded on its western boundary by a tall hedge. The land at the southernmost end of the site has some trees on its eastern and western boundaries. The site is vacant and overgrown with vegetation.
- 2.9 The redundant gas works site generally slopes down from west to east by around 3.5m whilst the western part is mainly flat.
- 2.10 There is a public right of way adjacent to the northern boundary of the site. This is a tow path along the River Lea Navigation and joins up with two footpaths which run from south to north across Kings Mead.

## Mead Lane Urban Design Framework

- 2.11 The Hertford Mead Lane Urban Design Framework is an adopted SPD (2014) to the East Herts Local Plan (2007) that *'presents a number of options that could help transform an uncared for corner of Hertford into an attractive part of the town'* (EHC Website). It was prepared in 2011 in the context of the main policy considerations of the East Herts Local Plan, Second Review, April 2007 (Saved Policies) and is underpinned, in transport terms, by the Hertford and Ware Urban Transport Plan (UTP), 2010.
- 2.12 The UTP study concludes (para. 5.2.13) that, subject to the implementation of a Sustainable Transport Strategy to reduce trip generation, the following options for growth would be feasible in the Mead Lane area:
- Either 300 residential flats plus 3,000sqm B1 employment;
  - 500 residential flats; or
  - 5,000sqm B1 employment.
- 2.13 The land covered by the UDF is extensive, **(Appendix 2)** covering a much larger area than the current allocated site. Some other areas within the UDF area have already been developed for residential development. This includes permission 3/15/0413/FUL for 120 residential units, and 100sqm of commercial floorspace and the provision of a link road between Mill Road and Mead Lane and a passenger interchange, associated car parking, landscaping and ground works at land between Mill Road and Mead Lane, Hertford.

## 3.0 **Development Proposals**

- 3.1 St William and Norbury Fencing share with EHC a commitment to make more effective use of this accessible, previously developed, site to deliver high quality new homes and therefore support the principle of the allocation of the land for new development in the draft District Plan.
- 3.2 Policy HERT2 currently proposes to allocate the site '*to provide approximately 200 homes by 2027, as part of mixed-use development*'. As part of this there is a requirement for the delivery of '*3,000sqm B1 employment floorspace*'. The quantum of employment use is not resolved and this is identified in the 'Outstanding Matters to be Resolved' Section 11 below.
- 3.3 The future redevelopment of the site provides a unique opportunity to contribute to the regeneration of Hertford town centre and to deliver growth in a highly sustainable location to contribute to the District's housing requirement.

### **Quantum of Development, Principal Land Uses and Dwelling Mix**

- 3.4 This brownfield site is suitable to accommodate a residential led, mixed use development and to provide a range of dwelling sizes.
- 3.5 The parties have not currently reached agreement on the numbers and mix that the development should form and this is discussed further in Outstanding Matters to be Resolved, in Section 11.

## 4.0 Infrastructure Requirements and Utilities

### Engagement with Key Utility Providers to Date

#### Water

4.1 The Utility Site Investigation Report prepared by Premier Energy, dated 17 February 2017, **(Appendix 3)** confirms there are various water mains in the vicinity of the site. Premier Energy Services have made enquiries to Affinity Water regarding the capacity of their mains and their ability to serve the development. Affinity Water has confirmed that there is a requirement for off-site reinforcement **(Appendix 3)**. Connections can also be made for sewerage.

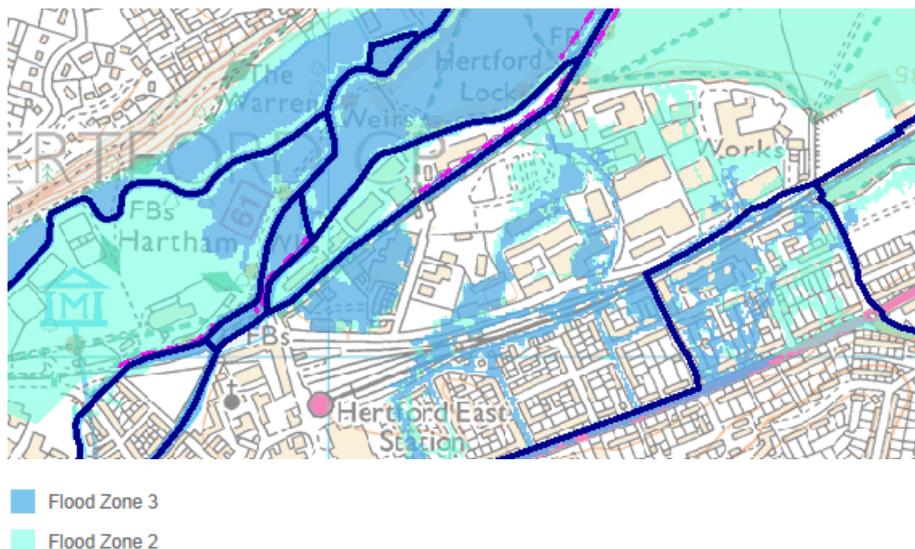
4.2 There are no overriding constraints to the development of the site.

4.3 According to the Environment Agency's website, the site is within the outer zone of a groundwater protection area. Over the last 15 years there have been a number of site investigations and remediation works undertaken. Groundwater remediation work has been ongoing on the site incorporating removal and treatment of Light Hydrocarbon Free Product (LNAPL) in the north-western portion of the site and the Dense Hydrocarbon Free Product (DNAPL).

#### Flood Risk and Drainage

4.4 According to the online Environment Agency Flood Map, the majority of the site is within Flood Zone 1.

4.5 A Flood Risk Review was undertaken by Ramboll Environ for St William in April 2016 **(Appendix 4)**. Part of the site is located within Flood Zone 3 (High Probability) which represents land assessed as having greater than 1 in 100 (0.1%) annual probability of flooding from fluvial waters. The Flood Zone extents are shown below. Flood Zone 2 represents land assessed as having between 1 in 100 and 1 in 1000 (0.1%) annual probability of flooding from fluvial waters.



4.6 Residential accommodation will need to be set above the 1 in 1000 year fluvial flood level of 35.98m AOD in the northern area of the site and 36.83m AOD in the southern area of the site to afford adequate protection for residents from the risk of fluvial flooding. The 1 in 1000 year fluvial flood level is used as the development baseline in lieu of an accurate 1 in 100 + 35%

climate change allowance flood level, which cannot be obtained due to inconsistencies in the EA's modelling.

- 4.7 A flood compensation scheme has been assumed to enable development to be built within this zone, however this will require the approval of the EA.
- 4.8 A full Flood Risk Assessment will need to be undertaken during the planning process and a sequential test will be required. Early engagement in the planning process will be sought with the EA to discuss and agree the scope and details for the FRA.
- 4.9 Initial discussions have taken place with the EA to date. JNP has provided a technical Note (**Appendix 5**) (February 2017) which provides details about the basic flood risk assessment carried out by JNP. The key findings in the Note include:
- 1 The EA have carried out fluvial flood modelling on all the watercourses near the site. The modelling data for the area contained numerous inconsistencies. Despite the known inconsistencies, the EA confirmed that the January 2017 data remained the best available data for flood risk from the northern watercourses.
  - 2 The EA fluvial flood modelling suggests no risk of fluvial flooding from watercourses to the north of the site. In terms of the canal to the north of the site, based on visual observations, the towpath and retaining wall appear to be in good condition. EA agreed with the JNP assessment that the risk of flooding due to canal breach is relatively low.
  - 3 The main flood risk to the site is from the Hagg's Dell (also known as The Gulphs) located to the south west of the site.
  - 4 The EA's Flood Map suggests that there is safe, dry access to and from the site in all modelled storm events on-foot. However, the eastern half of the site's northern area may have difficulty escaping that area during a fluvial flood event. The strategy for mitigating this risk will involve residents signing up to the EA's free Flood Warning Service in operation at the site which was agreed with the EA in principle in February 2017.
  - 5 The EA has agreed to the principles of providing indirect (volume for volume) floodplain compensation to mitigate the necessary loss of floodplain storage resulting from the development.
- 4.10 Furthermore, as part of the evidence base supporting the District Plan, JBA Consulting carried out a Level 1 and 2 Strategic Flood Risk Assessment (SFRA) for East Herts Council, with the Final Report being published in August 2016: <http://www.eastherts.gov.uk/sfra> .
- 4.11 Pages 16-21 of Appendix I provide specific information in relation to the HERT2 site. Part of the findings includes 'Guidance for Developers'.
- 4.12 The findings of the Level 2 assessments contained in the SFRA have been supported by the Environment Agency.

## Utilities

- 4.13 A Utility Site Investigation Report was undertaken by Premier Energy Services (17 February 2017) (**Appendix 3**) to investigate the utility companies existing plant within the vicinity of the site and the ability and capacity of this plant to serve the proposed development. The report confirmed the following with regards to Gas, electricity, telecoms and media:

## Gas

- 4.14 Energetics have confirmed that they do not currently have plant in the area.

4.15 Diversion of the existing gas network is required and redundant services will require disconnection prior to starting on site.

4.16 National Grid have confirmed that the nearest main with sufficient capacity is 2m from the site boundary and is an MP main.

4.17 Therefore, gas can be supplied to the site.

### **Electricity**

4.18 UKPN have confirmed that there is insufficient capacity in the existing LV network to serve the development but connections can be made via the installation of additional infrastructure to serve the site.

4.19 One new substation will be required in the northern area to provide connections to 200 gas heated flats and one new substation in the southern area to provide connections to 100 gas heated flats and 250kVA commercial connection.

### **Telecoms**

4.20 Part of the duct route which runs along the Tow Path appears to cut the corner of the north-west section of the site. This will require CAT Scanning in due course to establish if diversion is required.

4.21 To the west of the site there is a duct and chamber route located in the footpath area of Marshgate Drive. There are various sections of duct and overhead lines that extend into the boundary of the site. An overhead line is shown from the network in Marshgate Drive linking to the network in Mead Business Centre to the east of the site. This network may require maintaining if it serves properties outside of the site boundary. This may therefore require a diversion strategy to deal with this.

4.22 There are other sections of duct route that extend into the south section of the site. These appear to terminate inside the site and potentially these ducts are redundant and can be disconnected.

4.23 Connections can be provided on the site for the new development to connect to telecoms. Based on the site postcode and BT's broadband speed checker, BT estimates the future broadband connection speed to be 8 Mbps.

### **Media**

#### **Cable TV**

4.24 To the west of the site there is a duct and chamber route in the footpath of Marshgate Drive. A section is shown across the existing site entrance area. This route may be affected depending on the location of the proposed site entrance in the area. Once details are available of the site proposals the potential diversion in this area can be reviewed.

4.25 There is a further section of duct that currently serves the Norbury Woodyard site.

4.26 To the south of the site there is a duct that enters the site from Marshgate Drive. This appears to be redundant supply, but will require investigation/confirmation that it can be disconnected.

4.27 Virgin Media has implemented strict financial controls for any new network projects. They do not guarantee to provide cable services to any site because each development is subject to a financial appraisal. When the site is ready to proceed, Virgin Media will raise a business case proposal.

## **Conclusion**

4.28 Overall, there are no issues and constraints to the development site in terms of utilities.

## 5.0 Transport and Highways

- 5.1 The redundant gas works site currently has access points from the eastern and western boundaries. However, for security reasons, a bund has been created just inside the site, adjacent to the access points. The wood yard and the former National Grid office site have separate accesses from Marshgate Drive.
- 5.2 The Hertford and Ware Urban Transport Plan, Hertfordshire County Council, November 2010 (UTP), includes a specific section, at Appendix E, which considers the Mead Lane area (and its relationship with the wider highway network) and is supported by PARAMICS modelling.
- 5.3 The Mead Lane Urban Design Framework includes a Movement Strategy (Section 8), which is underpinned by the conclusions of the UTP.
- 5.4 As part of the residential redevelopment of land at the junction of Mill Road and Mead Lane (Redrow development) a link road was required. Planning permission was granted for that development which is now substantially complete. That part of the overall link road therefore will be useable shortly. That new link road will partially relieve traffic from the west end of Mead Lane, and facilitate a circulatory route for public service vehicles. It will also provide a new, alternative, route for general Mead Lane traffic, including Marshgate Drive traffic.
- 5.5 East Herts Council considers that a further link through the HERT2 site should be delivered to further enable bus penetration into the Mead Lane area and this concept is included in the Mead Lane Urban Design Framework. Whilst St William could accept this as part of any design going forward, St William disputes the realistic deliverability for this additional link and this issue is covered further in the 'Outstanding Matters to be Resolved' section.
- 5.6 All parties agree that this is a highly accessible location for residential development - within walking distance of public transport, local shops, services and open space. It is agreed that the site is within walking distance of the Town Centre and bus station and it is within easy walking distance of Hertford East railway station, which provides linkages to London and other locations, some of which offer employment opportunities.
- 5.7 All parties agree that a safe access can be provided to the site for all modes of transport.
- 5.8 All parties agree that residential development as part of the site's allocation would be sustainable in this location.
- 5.9 All parties agree that Census Data shows that within the central urban Hertford area, in which this site is located, that there is already a relatively high use of non-car modes of transport (walking, cycling and public transport) for all journeys in comparison to other, less accessible, locations in the district. It is further agreed that this position could be enhanced through a strong Sustainable Transport Strategy which would include a robust Travel Plan and measures such as car clubs and personalised travel planning.
- 5.10 Further details on access and highways is provided in **Appendix 6** and the Census data is provided in **Appendix 7**.

## 6.0 **Environmental Issues**

6.1 In terms of designations affecting the site:

- 1 There are no tree preservation orders on the site.
- 2 There are no Sites of Special Scientific Interest (SSSI) or National or Local Nature Reserves on or near the site. There are also no County Wildlife Sites on or near the site.
- 3 According to the Environment Agency's website, there are historic landfill sites at the corner of Mead Lane and Merchant Drive, and also one adjoining the employment area to the north east of Fountain Drive.

6.2 All parties agree that there are no overriding environmental constraints to the future development of the site for the uses proposed in Policy HERT2.

6.3 Further work is being undertaken on Ecology and can be provided in due course. Please see **Appendix 8**.

## 7.0 **Education**

7.1 The representations submitted by Hertfordshire County Council to the East Herts pre-Submission District Plan 2016 confirm the following with regard to school capacity:

### **Primary School**

- Currently there is some capacity in existing primary schools but not a sufficient level to meet the anticipated need from new housing.
- Additional primary school places are required, but this can be provided through the expansion of existing schools.

### **Secondary School**

- The total of 950 units proposed for Hertford would yield a demand for school places of 2FE.
- Property feasibility work undertaken to date concludes that there is a possible total of 6.5FE of expansion capacity available at existing schools. This may be insufficient to meet the anticipated future demand for secondary places from both the existing community and proposed new housing. HCC are therefore seeking a reserve secondary school site to prudently plan for the longer term within the North and East of Ware development.
- Policy WARE2 Part V (n) acknowledges that the new secondary school would serve both the development and the wider Hertford and Ware Secondary education planning area.

7.2 On this basis, there is considered to be scope to accommodate the growth of children in the area.

## 8.0 **Heritage**

- 8.1 The site is not within or adjacent to a Conservation Area and there are no listed or locally listed buildings on or adjacent to the site. The nearest conservation area lies 160 metres to the west (running immediately to the west of Mill Road) and 60m to the south of the site. Hertford East Station itself, which the Conservation Area includes, is a Grade II listed building, which lies 170m to the south west of the site, and the associated signal box is also Grade II listed building, which lies approximately 50 metres to the south of the site.
- 8.2 The site is not in an area identified as having archaeological significance.

## 9.0 **Summary of Agreed Mitigations Required**

9.1 From the information and studies undertaken to date, agreed identified mitigation measures required include:

- Widening of Marshgate Drive to allow for improved vehicular and pedestrian access;
- Any outstanding remediation of land contamination resulting from former uses;
- Regard to the Grade II listed East Herts Station and Signal Box;
- Regard to the Conservation Area;
- Measures, incorporating suitable design solutions to safeguard the amenity of the occupiers of the residential properties and to ensure the continued successful operation of the adjoining Employment Area;
- Finished Floor Level (FFL) of residential units will be raised, as required, in areas of flood zone 2 and 3.

## 10.0 **The Planning Application and Delivery**

10.1 The timing of pre-application discussions and the submission of any planning application will be considered through a Planning Performance Agreement.

### **Planning Application Indicative Timescales and Key Milestones**

- Examination in Public - October 2017
- Issue of Inspector’s Report - January 2018
- Adoption - March 2018
- Pre-Application Discussion/ Preparation of a Masterplan - September – January 2018
- Submission of Planning Application - December 2017
- Discharge of Pre-Commencement Conditions - Mid 2018
- Commencement on Site - Q1 2019
- Occupation of 1<sup>st</sup> Dwelling - Q1 2021

### **Commencement, Phasing and Build Rates**

10.2 The potential for the site to be brought forward in phases, whilst maintaining a planned approach for the whole site, will be considered by the Council subject to the agreement of site promoters and the Council in respect of detailed proposals through the planning application processes. The specific process for the preparation of a masterplan to inform the pre-application discussions are a matter to be resolved as set out in section 11.

10.3 Once permission is granted, it is considered that the site could be built out within 4-5 years

### **Housing Trajectory**

10.4 It is agreed that the allocated Mead Lane Area site, as shown on Figure 7.2 of the draft District Plan is ‘**deliverable**’ (footnote 11, paragraph 47, NPPF). It is:

- Available now;
- In a suitable location for development now;
- Achievable - with a very realistic prospect that housing will be delivered on the site within five years (subject to successful resolution of points raised in Outstanding Matters to be Resolved at Section 11)
- Viable

11.0

## Outstanding Matters to be Resolved

11.1

The following main outstanding matters remain to be resolved between the parties:

- The **quantum of residential development** is not resolved. The site promoters consider that a minimum of 400 dwellings would be suitable in this location (subject to final mix and land uses), whilst the Council contends that 200 dwellings would be appropriate to be delivered in conjunction with employment provision.
- The **quantum of employment use and need for employment development to act as a buffer to the existing employment area** are not resolved. St William and Norbury Fencing consider that the provision of ‘up to 3,000sqm of employment generating uses’ as a replacement for ‘3000sqm of B1 employment floorspace’ could potentially address this issue. The site promoters suggest that an acoustic barrier and landscaping would provide suitable mitigation, whereas Policy HERT2 seeks B1 employment uses to protect both residential accommodation and existing and future employment operations.
- **The comprehensive and not piecemeal development of the site.** St William and Norbury Fencing both accept the need for the allocated site to be **comprehensively planned**, but consider that the site is capable of being built out in independent phases. Should Norbury Fencing remain in their existing location on the site it should not preclude St William developing their site if the requirements of Policy HERT 2 can be satisfied. As set out in the Mead lane UDF, the Council does not wish to retain Norbury Fencing in its current location as the widening and upgrade of Marshgate Drive is predicated on the whole frontage being developed.

The Council seeks comprehensive and not piecemeal development and also surety that, in the event that an alternative suitable local site cannot be found for Norbury’s, that the use can be accommodated elsewhere within the overall site.

- **The process towards the preparation of the Masterplan.** St William and Norbury Fencing agree to a **Masterplan** being prepared for the site but do not agree to the process as set out in the District Planning Executive Panel report to the Executive Panel on the 9<sup>th</sup> March 2017. The District Planning Executive Panel Report states that *‘for strategic sites (generally those over 500 homes) the District Plan sets out a specific policy requirement that prior to the submission of any planning application, a masterplan should be prepared’*. The Mead Lane site was not defined as a one of these strategic sites and the current policy in the draft plan does not confirm this and this matter has not been consulted upon by the Council. It should also be noted that there has been no text in the draft of the Local Plan (since 2014) suggesting the need. This approach is not appropriate for all sites as it will slow down the delivery of development sites. In addition it should be noted that an Urban Design Framework for the site has already been prepared by the Council, which was adopted in 2014.

The Council contends that the Minutes to that District Planning Executive Panel meeting of 9<sup>th</sup> March clarify that the Masterplanning approach would be applied to all large and small sites and therefore the implications are that this would apply as much in the case of this site as to other strategic sites. A subsequent report to District Planning Executive Panel on 21<sup>st</sup> September 2017 confirms, at paragraph 1.6, that “there is no threshold suggested over which this approach is to be followed. Instead, each of the developments coming forward will be considered individually and, where appropriate, the Council will seek to engage with landowner and developers through this master planning approach. Irrespective of size, all District Plan allocations would be included within this model”. The Council’s position therefore requires that the collaborative preparation of a Masterplan will establish the

principles of development for the site and underpin any subsequent planning application. The application will be closely aligned with the Masterplanning provisions and will be consistent with any relevant forthcoming Neighbourhood Plan provisions for the area. The Council's Masterplanning process is further detailed in the District Planning Executive Panel report of 21<sup>st</sup> September (<http://democracy.eastherts.gov.uk/ieListDocuments.aspx?MIId=3236&x=1>).

- 11.2 In principle, the parties agree to the following matters with only the detail to be agreed:
- The deliverability of a link road for buses. The Council contends that this route through the site which would result in a figure of eight formation is a key feature that would provide permeability to enable the penetration of buses further into the area and provide opportunities for sustainable travel to both new and existing residents and employees in the vicinity, in line with both the UTP and MLUDF. St William and Norbury Fencing agree with the principle of a link road for buses should it be necessary through further transport and detailed work to be undertaken. St William and Norbury Fencing will make provision for such a road to accommodate buses on land within their ownership.
  - Whilst some improvements can be made to the boundary of the site and natural surveillance can be created along the boundary adjacent to the towpath, actual improvements made to the towpath, are out of St William's control due to land ownership and are not deemed necessary for policy. The Council contends that, given past involvement in the Mead Lane Urban Design Framework, it is likely that upgrades could be agreed with relevant land owners through negotiation. St William are willing to discuss this matter further through the emerging proposals for the site.
  - All parties agree that measures will need to be introduced, that would incorporate a buffer and design mitigation, including landscaping, to safeguard the amenity of the occupiers of the residential properties, with the existing designated Employment Area. The specifics of this buffer are to be resolved.
- 11.3 In order to assist the Inspector, St William and Norbury Fencing suggest the following rewording of Policy HERT2, as detailed in section 12, as a preferred alternative to the Pre-Submission version.
- 11.4 East Herts Council does **not** agree to the increase in dwelling numbers, or the amendments to the opening section of part II, but reserves its position in respect of the change of wording from 'B1 employment' to 'employment generating floorspace', while **not** agreeing to the insertion of 'up to' in the preceding wording.

12.0

## Policy HERT2 – Proposed Amendments

12.1

The following amended wording of Policy HERT 2 is proposed by St William and Norbury Fencing:

*Policy HERT2 Mead Lane Area*

*I. Land in the Mead Lane Area, to the east of Marshgate Drive, is allocated to provide **approximately at least 400** ~~200~~ homes by 2027, as part of **a residential led** mixed-use development, **subject to specific site constraints and impacts including highways.***

*II. Subject to, and in accordance with **Development proposals should have regard to the guidance provisions set out in** of the Mead Lane Urban Design Framework, December 2014, ~~the development~~ and **are** expected to address the following provisions and issues:*

*(a) a range of dwelling type and mix, in accordance with the provisions of Policy HOU1 (Type and Mix of Housing);*

*(b) Affordable Housing in accordance with Policy HOU3 (Affordable Housing);*

*(c) delivery of **up to 3,000sqm B+** employment **generating** floorspace which will provide appropriate opportunities to promote self-containment and sustainability ~~and should also act as a buffer between existing employment uses and new residential provision;~~*

*(d) **appropriate mitigation measures should be provided along the boundaries of adjacent employment areas, to ensure an acceptable living environment for new residents and so that existing uses within Mead Lane Industrial Estate are not jeopardised***

*~~(d)~~ (e) quality local green infrastructure throughout the site including maximising opportunities for linking into and improving existing assets and enhancing biodiversity, especially along the river corridor;*

*~~(e)~~ (f) necessary new utilities, including, inter alia: integrated communications infrastructure to facilitate home working;*

*~~(f)~~ (g) sustainable drainage and provision for flood mitigation;*

*~~(g)~~ (h) access arrangements and appropriate local (with contributions towards wider, strategic,) highways mitigation measures, which, inter alia, should include a link between Marshgate Drive and the existing spur road to the east of the site to facilitate pedestrian and cycle access and which should also complete the circulatory route to allow for the extension of bus routes into the area **subject to land ownership;***

*~~(h)~~(i) the widening of Marshgate Drive to allow for improved vehicular and pedestrian access and car parking/car share scheme to be delivered within a Green Streets approach;*

*~~(i)~~ (j) encouragement of sustainable transport measures, both through improvements to the existing walking and cycling networks in the locality and through new provision, which should include, inter alia, a 3m pedestrian/cycleway to the south side of Mead Lane in addition ~~to~~ ~~improvements to the towpath~~ and links with the adjoining area and the town centre (in particular addressing links to Hartham Common and Kings Meads) and enhanced passenger transport services;*

~~(j)~~ (k) remediation of land contamination resulting from former uses;

~~(h)~~ (l) public open space/s within the site, including the provision of a play area and opportunities for public art interventions and space for wildlife;

~~(t)~~ (m) landscaping and planting, both within the site and peripheral, which responds to the existing landscape and complements development, as appropriate;

~~(m)~~ (n) the delivery of all other necessary on-site and appropriate off-site infrastructure;

~~(n)~~ (o) other policy provisions of the District Plan and relevant matters, as appropriate.

## 13.0 Conclusion and Declaration

13.1 This document forms an agreed SoCG to assist the future Examination of the East Herts District Plan. This SoCG is between the Site Promoters, being St William, Norbury Fencing and Building Materials Ltd and EHC, the Local Planning Authority. The SoCG relates to the promotion of land for residential and mixed use development on the land at Mead Lane, Policy HERT 2.

13.2 This SoCG reflects those matters which have been agreed and is without prejudice to matters which are currently not agreed, notwithstanding any future agreement which may be reached between the promoters and East Herts. This SoCG does not preclude any additional representations by St William, Norbury Fencing, or their professional advisors may wish to make to the District Plan Examination, whether orally or in writing, in respect of relevant matters relating to this site.

Signature:



Print Name: Claire Sime

Date: 19 September 2017

**On behalf of East Herts Council**

Signature:



Print Name: Lucy Bird (St William)

Date: 19 September 2017

**On behalf of St William Homes LLP**

Signature:



Print Name: James Waterhouse (Iceni Projects)

Date: 19 September 2017

**On behalf of Norbury Fencing and Building Materials Ltd**