

# Homes and Development

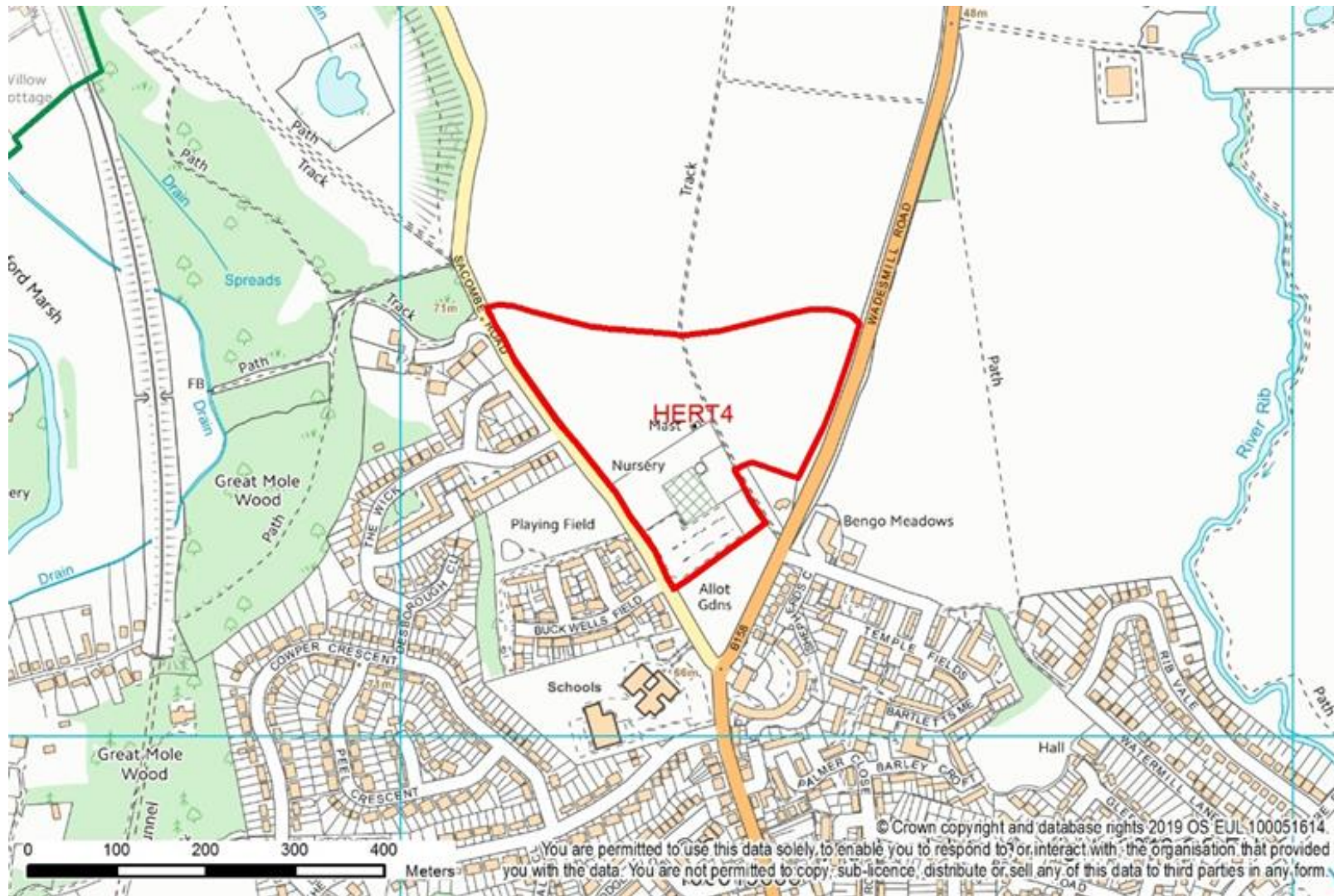
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# DEVELOPMENT IN THE NEIGHBOURHOOD PLAN AREA

By 2022, around 50 new homes (referred to as HERT4) are scheduled for development on the old nursery site to the North of Sacombe Road. The District Plan says that ‘subject to the satisfactory previous phased extraction of mineral deposits on the neighbouring site’ around 100 homes will be built to the West of Wadesmill Road between 2022-2027. Outcomes from the Inquiry on the proposed mineral extraction are due soon.

The Policies in this section support sustainable development that respects the best local architecture and design principles, meets the needs of residents and local business, and improves the area we live in.



# SUSTAINABLE DESIGN

In last year's Neighbourhood Plan survey, residents agreed that new development should be energy efficient and utilise renewable energy and grey and rain water recycling systems.

# POLICY HBH1: DESIGN AND LAYOUT

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1. New home design should employ sustainable principles to the best national standards and ensure that the amenity of existing and future residents is protected. Construction materials and finishes should be sympathetic to the best local examples and avoid uniformity. The aim should be to achieve a layout that protects residents' privacy but gives a sense of 'openness' and connection to surrounding green and amenity spaces. Homes should be set back from main roads to reduce the impact of traffic noise. Developments of 10 or more homes should achieve a 'Building with Nature' excellent rating and meet the following criteria:
  - a) enhance the character, heritage and architecture of the area;
  - b) reflect local housing density, proportion and scale;
  - c) incorporate high efficiency standards and renewable energy to achieve carbon neutrality;
  - d) ensure green amenity areas are overlooked by windows to increase connection with outdoor spaces;
  - e) meet 'Building for Life 12' (or equivalent replacement scheme) criteria;
  - f) incorporate rain and grey water harvesting measures as standard;
  - g) incorporate designs that can adapt to the changing needs of those with restricted mobility and additional health care requirements;
  - h) reduce local parking issues;
  - i) protect heritage sites and structures;
  - j) incorporate discreet bin storage.

# LANDSCAPE DESIGN

Residents responding to last year's survey were concerned about the impact of new development on traffic congestion and parking. It's essential that HERT4 proposals prioritise on-site parking, and that landscaping promotes and enables walking and cycling to key services and facilities to reduce car dependence.

# HBH2: LANDSCAPE DESIGN

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1. Landscaping schemes should enhance the character of the development and reflect and complement the surrounding landscape, particularly when close or adjacent to the Green Belt. Landscaping should incorporate welcoming, accessible open spaces, natural play areas, and a network of well-connected foot and cycle paths. Planting should be of native tree and hedgerow species with green buffers between large developments and adjacent countryside, and between new development and existing residential areas. Landscaping should protect and preserve biodiversity and achieve net biodiversity gains. A minimum of 2 off-road parking spaces per home, plus visitor parking, should be provided. Hard landscaping for parking should be constructed from permeable materials to reduce water run-off.
2. Homes should be set back from main roads to reduce the impact of traffic noise.
3. HERT4 landscaping schemes should:
  - a) incorporate highways improvements and a network of paths that provide good connectivity to existing paths, and improve safe and accessible walking and cycling routes to Bengoe School;
  - b) ensure protection of local aquifers and Hertford's water supply;
  - c) provide parking for Bengoe School to relieve parking pressures on local roads;
  - d) Provide opportunities to grow food;
  - e) ensure a good level of on-site amenity space is visible from all properties, with safe access to it by foot and cycle;
  - f) through Planning Obligations, contribute towards the costs of improving foot and cycle path routes to the surrounding countryside and to key services, such as rail stations, health care provision, leisure services and local employment.

# GOOD DESIGN IN THE NEIGHBOURHOOD PLAN AREA

The Brevhouse Lane development, just off St. Andrew Street, is close to local amenities, meaning residents can easily walk or cycle to them. Buildings are set back from traffic noise and the architecture avoids uniformity and is sympathetic to nearby older buildings. There's plenty of residents' parking, in discreet areas, avoiding the need for cars to be parked on front gardens or obstruct roads and pavements. There are shrubs and trees to soften hard landscaping and, with the River Beane on the Northern side, plenty of opportunity for natural habitats and biodiversity to be enhanced. It feels welcoming, unlike nearby gated developments.





# MEETING LOCAL HOUSING NEEDS

Local housing is expensive. It's unaffordable for some. According to the latest Zoopla figures, the average price paid for properties in Hertford in the last 12 months was £466,000. To enable residents to continue living in the area, it's essential that new development includes affordable homes. It should also cater for changing needs as people get older or their support needs change – a concern raised by a number of residents.

# POLICY HBH3: HOUSING SUPPLY

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1. The type, size and mix of housing on the HERT4 development should reflect local housing needs and meet at least the minimum criteria for affordable housing. It should include an appropriate tenure mix of shared equity and 'help to buy' (or equivalent replacement schemes) and Housing Association rental. It should also meet current and future anticipated need for:
  - a) assisted living;
  - b) single person housing;
  - c) accessible homes for residents wishing to downsize.

# REPURPOSING EMPTY BUILDINGS AND DEVELOPING BROWNFIELD LAND

The District Plan prioritises the development of Brownfield land over other sites. Rather than encroach on the Green Belt or reduce the volume of green spaces, it's preferable to repurpose industrial land or disused buildings for housing, leisure, employment or enterprise. Small areas of disused industrial land or buildings may become available for development and should be utilised if the benefits to the community outweigh the disadvantages.

# POLICY HBH4: BROWNFIELD DEVELOPMENT

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1. Development on Brownfield land should significantly improve the character and aesthetic appearance of the land or buildings. Proposals should prioritise the development of affordable homes, community facilities or commercial space to meet an identified need. Design should employ sustainable principles to the best national standards and ensure that the amenity of residents and those working nearby is protected and respected. Construction materials and finishes should be sympathetic to the best local examples and avoid uniformity. 'Gated Communities' do not support the principles of community cohesion and inclusion and should be avoided. Developments of 10 or more homes, or 1,000 square metres or more of commercial space should achieve a Building with Nature 'Excellent' rating. Development should also:
  - a) reflect the character, architecture, housing density and scale of the local area;
  - b) produce net biodiversity gains and protect green corridors;
  - c) incorporate renewable energy sources with the aim of achieving carbon neutrality;
  - d) provide at least 2 off-road car parking spaces per dwelling, plus visitor parking, to avoid adding pressure to local roads;
  - e) mitigate flood risk;
  - f) protect and respect heritage sites and structures.