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| ITEM NO: | <u>Location:</u> | Flint Hall Farm, London Road, Royston, SG8 9LX |
| 6 | <u>Applicant:</u> | Mr Wilkerson |
| | <u>Proposal:</u> | Conversion, alterations and extension to existing Tith Barn and Grain Store to provide 2 x 4 bedroom dwellings and 1 x 3 bedroom dwelling, erection of 2 x 4 bedroom dwellings, associated car parking, landscaping and ancillary works |
| | <u>Ref. No:</u> | 16/02487/ 1 |
| | <u>Officer:</u> | Joanne Cousins |

Date of expiry of statutory period: 06 December 2016

Reason for Delay

Committee Cycle - extension of time agreed.

Reason for Referral to Committee

As the site area exceeds 0.5 hectares and this application is for housing development, under the Council's scheme of delegation this application must be determined by the Planning Control Committee.

1.0 Relevant History

- 1.1 Pre-application advice given in 2016. It was also a consideration as to if there was scope for additional dwellings here to assist the applicant in funding the development, as the current proposals are calculated to be to a very tight margin. It was not considered that there would be any support for additional dwellings other than the two proposed as this would upset the planned form of this development and would not be justifiable in this rural area.

2.0 Policies

2.1 National Planning Policy Framework

Section 6: Delivering a wide choice of high quality homes

Section 7: Requiring good design

Section 11: Conserving and enhancing the natural environment

Section 12: Conserving and enhancing the historic environment

2.2 North Hertfordshire District Local Plan No.2 with Alterations (Saved Policies 2007)

Policy 6 - Rural Areas beyond the Green Belt

Policy 16 - Areas of Archaeological Significance and other Archaeological Areas

Policy 25 - Re-use of Rural Buildings

Policy 55 - Car Parking Standards

Policy 57 - Residential Guidelines and Standards

2.3 Supplementary Planning Guidance

Vehicle Parking at New Development (September 2011)

2.4 North Hertfordshire District Local Plan 2011-2031 Proposed Submission Local Plan and Proposals Map - October 2016

Public consultation on the Council's Submission Local Plan has been completed and the Plan is scheduled for submission to the Secretary of State in March 2017. The Policies of the submission Local Plan therefore carry limited weight at this stage (however the policies are to be afforded increased weight and consideration at each stage of the process up until full adoption). The policies of relevance in this instance are as follows:-

Policy SP1 Sustainable Development in North Hertfordshire
Policy SP2 Settlement Hierarchy
Policy SP5 Countryside and Green Belt
Policy SP8 Housing
Policy SP9 Design and Sustainability
Policy SP11 Natural Resources and Sustainability
Policy SP12 Green Infrastructure, Biodiversity and Landscape
Policy CGB1 Rural Areas beyond the Green Belt
Policy T1 Assessment of Transport Matters
Policy T2 Parking
Policy HS3 Housing Mix
Policy HS5 Accessible and Adaptable Housing
Policy D1 Sustainable Design
Policy D4 Air Quality
Policy NE1 Landscape
Policy NE7 Reducing Flood Risk
Policy NE8 Sustainable Drainage Systems
Policy NE9 Water Quality and Environment
Policy NE10 Water Framework Directive and Wastewater Infrastructure
Policy HE4 Archaeology

3.0 Representations

- 3.1 **Royston Town Council:** No objections.
- 3.2 **Local Representations/neighbours:** The occupiers of **Ashtrees, London Road** raise a concern that the plans show trees in their ownership to be removed which is not acceptable and an objection to the proposals which would prohibit them using the road out to the Barkway Road and leaving the only option the hazardous junction with London Road.
- 3.3 **Hertfordshire Highways:** No objections subject to the imposition of conditions and informative's. Also recommends inclusion of an informative to ensure that any works adjacent to the nearby public Rights of Way are carried out in accordance with the provisions of the Hertfordshire County Councils Rights of Way Service.
- 3.4 **Hertfordshire Ecology:** Confirm that the site surveys have recorded multiple maternity and hibernation multi-species bat roosts within several of the building s on site. Make the following comments:-
A detailed mitigation strategy has been produced which includes avoidance measures preconstruction and during construction, and design features included which will provide suitable roosting features after construction. The development will require a European Protected Species Licence (EPS), and I believe that the applicant has presented enough information for the Three Stage Test to be satisfied and that planning can be determined at this time.
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believe that the applicant has presented enough information for the Three Stage Test to be satisfied and that planning can be determined at this time. Other issues regarding breeding birds and reptiles/amphibians and mammals were also raised during the Preliminary Ecological Assessment.

Two conditions and an Informative are recommended to safeguard the ecological value of the site.

- 3.5 **Mr Matt Dodds on behalf of Herts & Middlesex Wildlife Trust :** Makes the following comments:-

'The bat survey puts forward outline compensation for the loss of a minimum of 11 known roosts from 4 species of bat. Pending further survey, which will be required to obtain the required European Protected Species Mitigation Licence, if all other elements of the development are acceptable, the following condition should be applied to the permission to ensure compliance with the legislation detailed in the report. The LPA must also make sure that they show that they have had regard to the 3 tests of the European Protected Species Mitigation Licence in reaching their decision.'

Recommends that an appropriate condition is attached to the grant of permission to safeguard protected species at the site.

- 3.6 **Environmental Health officer (Land contamination):** No objections raised. Recommends a condition regarding Land Contamination.

- 3.7 **Environmental Health officer (Air Quality / Sustainable Transport):** makes the following recommendation:-

'An approach to considering the impact of a development on air pollution and the potential mitigation of such is now in place in the form of the air quality planning guidance that can be found at <http://www.north-herts.gov.uk/home/environmental-health/pollution/air-quality/air-quality-and-planning>

Application of the guidance to a development of this scale and location defines the site as being a MINOR scale development and so only the minimum of air pollution mitigation is recommended. It is considered that this minimum could be achieved by placing a condition requiring Electric Vehicle recharging points on any permission that may be granted and as such the inclusion of this condition is strongly recommended. An informative is also recommended to ensure that the requirements of the condition are appropriately carried out.'

- 3.8 **Environmental Health Officer (Noise):** No objections.

- 3.9 **Herts County Council (Rights of way):** Make the following comments:-

'Royston Bridleway 10 and Royston FP16 are both crossed by the private access from the B1039. I wish for the public using these Public Rights of Way not to be disadvantaged whilst they cross the private access to the barns. Passing places must not correspond with the Right of Way crossing points, to ensure vehicles do not swiftly pull in to a location where the public could be crossing. The submitted plans show this to be the case.'

- 3.10 **Herts County Council Planning Obligations:** Seek the provision of Fire Hydrants. In the light of the nature and scale of the development it is unreasonable to seek this through a Planning Obligation and I have recommended an appropriately worded condition below.

- 3.11 **Historic Environment Advisor (Archaeology):** Recommends the imposition of three conditions to safeguard and record the historic environment.

4.0 Planning Considerations

4.1 Site & Surroundings

- 4.1.1 Flint Hall Farm is located between the A10, London Road and the B1039, Barkway Road to the south of Royston. The application site comprises approx. 0.79 ha of land occupied by a range of agricultural barns, and buildings in an agricultural setting surrounded by woodland. Immediately adjoining the barn range are two small residential units, Flint Haven and The Hovel and to the south of the access road lies West Cottage (a building containing two dwellings) and to the west of the site lies Ashtrees.

4.2 Proposal

- 4.2.1 The application comprises a scheme centred around the proposed restoration and enhancement of Flint Hall Farmstead a traditional u shaped courtyard with at its core a Tithe Barn (a historic Dutch Barn) and lower flint brick structures and a granary and ancillary agricultural buildings to the north. The application seeks permission for three residential units within the converted buildings comprising two four bedroom units within the tithe barn (plots 4 & 5) and one three bedroom dwelling within the granary to the rear (plot 2). Plots 1 & 3 are also to the rear of the Tithe Barn and would be new build four bedroom dwellings. A number of existing barns and out buildings would be removed as part of the enhancement of the site.

- 4.2.2 In summary the proposals involve the following works:-

Barn conversion scheme

Demolition of three redundant farm buildings and small ad hoc buildings.

Conversion of Tithe Barn to create two dwellings (Plots 4 & 5) utilising the adjoining single storey wings to create two four bedroom dwellings. The accommodation would be mainly at ground floor level with a small amount of first floor space at either end of the barn to an en-suite bedroom for each unit.

A small addition would be placed at the end of Plot 5 linking it to Barn B.

Plot 4 would have an existing lean-to structure to the wing (Barn F) converted to a car port.

Plots 4 & 5 would be enhanced by the removal of Barns C & D to the south side and replaced with a low wing to provide bin and cycle storage and a small studio area to serve each dwelling. The existing historic timber elements would be retained where possible and materials would remain traditional, timber cladding and slate roof to the Tithe Barn and pantiles to the single storey sections.

Plot 2 would be formed by the granary conversion and located to the rear of the Tithe Barn and would form a 3 bedroom dwelling. This would be achieved by the conversion of the granary, a re-build of a lean-to structure and a new single storey extension. A simple lean-to timber structure would provide two parking spaces. The building would remain timber clad with a slate roof which would be reused where possible.

New build scheme

Plots 1 & 3 would be new four bedroom dwellings forming a secondary courtyard to the rear of the Tithe Barn conversion. Both plots are two storey in scale of a half brick half timber construction below a slate roof to give a traditional barn design to compliment the group.

Plot 1 would be to the rear of plot 5 and to the western side of the site. A single storey car port range in timber with a tiled roof would link the development to the Tithe Barn and provide two parking spaces for each plot.

Plot 2 would be to the eastern side of the site to the rear of Plot 4 and would have the access road to the courtyard at its southern flank. At its north west end a carport adjacent to plot 2 would provide two parking spaces.

Provision of courtyard and visitor parking and turning space.

4.2.3 The application is accompanied by the following:

Design and Access Statements
Planning Statement
Structural Survey
Transport Statement
Tree Survey
Environmental Report
Contamination Report
Flood Risk Assessment
Topographical Survey
Ecological Appraisal Survey & Report
Archaeological Desk Base Assessment

4.3 **Key Issues**

4.3.1 The key issues to the determination of this application are whether the dwellings to be created through conversion work together with the new dwellings would be consistent with rural area and sustainable development policy objectives, whether there would be any harm to the visual amenity of the locality, the residential amenity of any neighbouring property, parking and access issues, ecological and environmental matters.

4.3.2 Principle of Development

Despite the identification of sites in the District through the local plan process, there will sometimes be sites not currently identified for allocation where there may be a public interest in supporting, in principle, their appropriate development. In circumstances where a local authority does not have an up to date plan, paragraph 14 of the Framework requires decision makers to determine applications according to the following general principles:

● ***approving development proposals that accord with the development plan without delay; and***

● ***where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:***

– ***any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or***

– ***specific policies in this Framework indicate development should be restricted.***

4.3.3 The Council can not currently demonstrate a 5 year supply of housing land. In these circumstances paragraph 49 of the Framework is relevant:

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

At present saved Local Plan Policy 6 insofar as it restricts the supply of housing is out of date. Insofar as the policy relates to protecting the character of the countryside it still has a degree of compliance with the requirements of the NPPF and is therefore in this regard not wholly out of date. However, there is in relation to this application presumption in favour of supporting development on sites unless the adverse impacts of doing so would be such as to dictate otherwise (for example development is unsustainable socially, economically or environmentally). An

examination of both benefits and adverse impacts and a judgement as to whether the latter **significantly** and **demonstrably** outweighs the former must therefore be considered in determining applications. In my view the **social, environmental and economic** issues can be broadly considered as follows:-

Social sustainability

In my view this might relate to matters such as convenient access to medical services (GP practice) and community facilities. The ability of people to conveniently access a broad or even essential range of facilities and services, which help support and maintain well-being, would be a key determinant of a scheme's social sustainability. Sites which presented difficulties in this regard would score negatively.

Environmental Sustainability

This aspect of development may range from the impact of a scheme on the character of an area (including historic assets such as nearby listed buildings or location within a conservation area, about which other parts of the Framework refer specifically), to transport choices and issues around carbon footprint and energy use. It might also relate to existing environmental impacts which might impact negatively on the subject development such as flooding, noise, smell or ground contamination. It would also encompass impact on neighbours for a scheme such as this.

Economic Sustainability

This dimension might encompass the value of development to the local economy both in terms of its economic impacts during construction and the supply of much needed housing against any acknowledged shortfall.

4.3.4 The Benefits of Delivering New Homes

This proposal for five dwellings would make a contribution, albeit a small one, towards improving the currently deficient five year land supply for housing but also helping to meet the objectively assessed housing need of 16,500 new homes across the District, through the plan period (2011-2031). Meeting housing need is in itself a benefit of the proposed development.

In terms of economic benefits, it is clear that the proposed development would create some employment opportunities in construction and the development would help to support existing local businesses and services in the wider area.

4.3.5 Applying the policies of the Local Plan and NPPF to identify harm

The NPPF is clear in that there are three dimensions to sustainable development: **economic, social and environmental**. These dimensions give rise to the need for the planning system to perform a number of roles: an economic role, a social role and an environmental role. The Framework goes on to state ***“These roles should not be undertaken in isolation, because they are mutually dependent. Economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions”***.

In this case the buildings in question are reasonably close to Royston and it may be possible to argue that a residential conversion scheme is acceptable in sustainability terms and should be able to demonstrate that the everyday needs of the occupiers could be reasonably satisfied by a variety of practicable transport modes including walking and public transport. The Transport Statement submitted clarifies that there are no nearby bus stops on the adjacent roads but the site is

within walking and cycling distance of Royston Town Centre although how practical this would be in practice is not clear.

4.3.6 Rural area and sustainable development policies

In terms of compliance with rural area policy this application falls to be considered against the guidance in Saved Policy 25 of the Local Plan (Re-use of Rural Buildings) and Section 6 of the NPPF (in particular paragraph 55).

4.3.7 Policy 25 of the Local Plan sets out four criteria for the re-use of a rural building. Taking each in turn, criterion (a) requires no adverse impact on the rural economy. In this regard it is noted that the barns involved have not been in full economic use for sometime and are impractical for current modern farming practices. The main barn is in need of some restoration and given the form of the group of buildings here would not be suitable for commercial re-use as set out in the Structural Inspection Appraisal. As the main barn is redundant I consider therefore that the proposal would not adversely affect the local economy.

4.3.8 Criterion (b) requires that the building will not require extensive alteration, rebuilding and/or extension. In this case the project mainly concentrates on adapting the existing building. The submission includes a comprehensive Structural Inspection Appraisal which concludes that the buildings to be retained/converted are capable of doing so and the integrity of those structures is retained. The conversion works involve the retention of the existing timber framing, brick walls and brick plinths with no increase in footprint. The main external change will be the provision of replacement timber boarding and windows. It is considered that the proposals are therefore in line with criterion (b).

4.3.9 Criterion (c) requires that the use of the building and its curtilage will not harm the character of the countryside or have an adverse effect on highway safety. The proposed residential use of the barn would, in association with the new dwellings maintain the historic farmyard form and appearance and using materials that are appropriate to the rural setting. The gardens associated with the two new dwellings are enclosed with hedging and parking will be largely contained within the enclosed courtyard in a new car ports and garage buildings. As such it is considered that the development would be sympathetic to the rural character of the area. The development would generate only a small number of new vehicle movements to and from the site however this would be less than those generated by a commercial use of the buildings or even the historic agricultural use of the buildings. The demolition of existing farm buildings will improve the setting of the barn and generally the openness of the countryside. The Highway Authority does not object to the development and I therefore conclude that there is unlikely to be any adverse impact on highway safety.

4.3.10 Criterion (d) requires all of the above criteria to be met and that the new development does not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it. In my view the development meets criteria (a) - (c) as discussed above. The site is not within the Green Belt never-the-less the development would not in my view, have any materially greater impact on the countryside than the existing particularly having regard to the amount of existing redundant buildings which are to be removed immediately adjoining and surrounding the buildings the subject of this application. In the light of the above analysis I conclude that the details presented demonstrate that the scheme is attainable within the provisions of Policy 25 with the three units formed from converting existing buildings being of an acceptable scale and form requiring little extension. Where extensions are proposed these in the main replace existing structures on the site thus retaining the overall form and appearance of the group of farm buildings.

- 4.3.11 Paragraph 55 of the NPPF states that local planning authorities should avoid isolated homes in the countryside unless there are special circumstances including..'**where such development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets..'**

In this case the proposals amount to a sensitive conversion of an non-designated historic buildings and a considerable improvement to their setting establishing an appropriate future long term use for the buildings.

- 4.3.12 The applicant has submitted a Structural Report which indicates that the development would be unviable without some additional enabling development. The two dwellings in my view complete the overall layout and appearance of the scheme by providing a courtyard to the rear of the main tithe barn and enhancing the granary conversion into this setting. The three units to the rear of the site would have natural curtilages formed within the existing confines of the farm complex and would not extend into the open farmland beyond. I do not consider that the two new 'enabling' units are unacceptable but would recommend that a condition be imposed to ensure that they are not occupied until the conversion works are completed to ensure that the works to conserve the non-designated heritage assets are indeed carried out.

4.3.13 Planning balance – policy conclusion

The site outside the Royston town boundary, accordingly, in order to resist development, the harm must significantly or demonstrably outweigh the benefits as required by paragraph 14 of the NPPF (above). I am also mindful of the relatively newly introduced provisions within the Town and Country (General Permitted development)(England) Order 2015 which gives wider potential (subject to certain provisions) to the conversion of rural buildings to residential use. In addition there is a pedestrian access from the site to Royston town centre both from the highway, via a pavement along London Road and Public Footpath 10 across the fields directly to Grange Bottom I also note that Bridleway 16 is accessible from the site and would presumably offer a cycle route to the town. The location of the site in relation to the town centre services would not, in my view, be entirely convenient but it would offer an alternative use to the car. Overall the scale of the development would not give rise to travel patterns (environmental and social) which amount to significant harm in the context of the District as a whole in my view. This has to be balanced against the conversion of buildings which although are not designated historic asset, are of an age and unique form that in my view are worthy of preserving. Given the scale of the proposal and its position I am sufficiently persuaded that there would be merit in delivering a small scale housing development that would preserve this range of buildings in the interests of the character and visual quality of the surrounding area as set out above.

4.3.14 Visual impact and layout

The proposed development maintains the farmyard group of buildings and therefore the historic setting of the complex of buildings at Flint Hall Farm. By keeping the development within the confines of this existing development no harm to the openness of the area would be occasioned and a better setting for the main restored tithe barn and granary would be achieved in my view. The impact of the development on the wider countryside would be contained within the built form of the development with car parking being within the courtyard area formed to the rear of the main barn and garden areas buffered from open countryside by existing landscaping. The provision of gardens and courtyards would be sympathetic to the rural setting and the agricultural character of the landscape. In order to maintain the open character of the site and the setting of the barn it is recommended that permitted development rights for extensions and outbuildings are withdrawn if permission is granted.

The method and extent of conversion is sympathetic to the historic character of the buildings with very few new window and door openings and very limited intervention into the historic fabric of the buildings. I am satisfied that the work would not occasion harm to this group of buildings and would be appropriate to ensure that they are conserved for the future.

4.3.15 Impact on existing residents

The adjacent occupied dwellings at Flint Haven, The Hovel and West Cottage would not be materially affected by the development in terms of loss of amenity or privacy given the location and relationship to the proposed development. It is noted that the occupiers of Ashtrees, to the west have raised concerns. The applicants agent has clarified that the trees in question are in fact outside the application site and that the Tree Report will be amended accordingly. In respect of access rights to the Barkway Road I would clarify that this is not a planning matter. However the agent has confirmed that as this is a private road and it will be at the discretion of the landowner to agree access rights and that there have been discussions with the occupiers of Ashtrees.

4.3.16 Access and parking

The new properties will be served by the access to the Barkway Road B1039 together with The Hovel and West Cottage. The farm workers cottage ((western half of West Cottage) and Flint Haven will continue to be served from the A10. This would have some benefit for the A10 junction with the removal of historic farm traffic. The access from the B1039 is to be improved by improving the road width at the access point with the highway, resurfacing to a consistent 4.1 metre width along the track and the introduction of passing places. The Highway Authority states that the development would not be detrimental to highway safety and the use is not considered to have a significant impact on the local highway network. At least two parking spaces will be provided for each new dwelling (10 formal allocated car spaces and informal visitor spaces) which meets the Council's parking standards. In addition The Hovel, West Cottage and Flint Haven will have formal car parking provision outside the application site.

4.3.17 Ecology and Environment

The application is accompanied by an Ecology Reports and Surveys by MKA Ecology Ltd. The report has been examined by the County Ecology team who have recommended a condition and informative. I also note the comments of the Herts & Middlesex Wildlife Trust and am satisfied that in this instance the ecology issues have been appropriately considered and that measures to safeguard protected species will be in place.

The Council's Environmental Health officers have not objected to any aspect of the development and have advised standard contamination and Electric Vehicle recharging conditions which would suffice in dealing with environmental matters.

4.3.18 A Tree Survey has been submitted in support of this application. This shows that trees are in the proximity of the development and number would be removed to complete the work. The survey covers 29 individual trees, 3 areas of trees, 11 groups of trees one hedge and one woodland. The report confirms that it is necessary to fell 8 individual trees, 4 groups of trees, a section of one area of trees and one tree from a group of trees to achieve the proposed layout. The report also recommends tree protection measures for the remaining trees to safeguard them during construction. I am satisfied that subject to the imposition of conditions to safeguard landscaping that the scheme would be acceptable here and not detrimental to the rural landscape.

4.4 Conclusion

- 4.4.1 The proposed development proposes an appropriate use for this group of non-designated historic redundant barns and the extent of conversion is sympathetic to its historic character. The openness of the countryside is not compromised and would be improved through the demolition of existing redundant farm buildings. It is considered that the number of vehicular movements created by the development would be more than offset by the conservation and preservation of the non-designated historic asset and the creation of high quality homes. In view of the above assessment I consider this application to be acceptable.

5.0 Legal Implications

- 5.1 In making decisions on applications submitted under the Town and Country Planning legislation, the Council is required to have regard to the provisions of the development plan and to any other material considerations. The decision must be in accordance with the plan unless the material considerations indicate otherwise. Where the decision is to refuse or restrictive conditions are attached, the applicant has a right of appeal against the decision.

6.0 Recommendation

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

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

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

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

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

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

Reason: To ensure that the development will have an acceptable appearance which does not detract from the appearance and character of the surrounding area.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended no development as set out in Classes A - E of Part 1 of Schedule 2 to the Order, (or any subsequent Statutory Instrument which revokes, amends and/or replaces those provisions) shall be carried out without first obtaining a specific planning permission from the Local Planning Authority.

Reason: Given the nature of this development, the Local Planning Authority considers that development which would normally be "permitted development" should be retained within planning control in the interests of the character and amenities of the area.

5. **Before any development commences full hard and soft landscaping details are to be submitted to, and approved in writing by, the Local Planning Authority. The approved details are to be implemented on site.**

Reason: To ensure the satisfactory landscaping of the development.

6. The approved details of landscaping shall be carried out before the end of the first planting season following either the first occupation of any of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced during the next planting season with others of similar size and species, unless the Local Planning Authority agrees in writing to vary or dispense with this requirement.

Reason: To safeguard and enhance the appearance of the completed development and the visual amenity of the locality.

7. None of the trees to be retained on the application site shall be felled, lopped, topped, uprooted, removed or otherwise destroyed or killed without the prior written agreement of the Local Planning Authority.

Reason: To safeguard and enhance the appearance of the completed development and the visual amenity of the locality.

8. The development hereby permitted shall not commence until the proposed accesses have been reconstructed as shown on Drawing 727-003B and Drawing 727-002B the joins to the existing carriageway has been constructed to the current specification of Hertfordshire County Council and to the local Planning Authority's satisfaction.

Reason: In the interests of highway safety and amenity.

9. The development shall not be brought into use until a properly consolidated and surfaced turning space as identified on drawing number 27190 DR - A – 0010 -P2 has been provided within the curtilage of the site. The turning space should be free from obstruction and available for use at all times.

Reason: To allow vehicles to enter and leave the site in forward gear in the interests of highway safety.

10. Construction of the approved development shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include construction vehicle numbers/routing of construction traffic and shall be carried out as approved.

Reason: In order to protect highway safety and the amenity of other users of the public highway.

11. **Prior to the commencement of development a Construction Method Statement shall be submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Statement.**

The Construction Method Statement shall address the following matters:

- a. Off site highway works in order to provide temporary access throughout the construction period, work shall be completed prior to the commencement of development, and reinstated as required;**
- b. Construction and storage compounds (including areas designated for car parking);**
- c. The Siting and details of wheel washing facilities;**
- d. Cable trenches within the public highway that affect traffic movement of existing residents;**
- e. Cleaning of site entrance and the adjacent public highways and,**
- f. Disposal of surplus materials.**

Reason: In the interests of highway safety, amenity and free and safe flow of traffic.

12. All ecological measures and/or works in reference to bats shall be carried out in accordance with the details contained in Tree Bat Roost Suitability Assessment and Winter Bat Activity Survey (March 2016) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason: To safeguard the presence of a protected species.

13. No removal of hedgerows, trees or shrubs brambles, ivy or works to or demolition of buildings or structures that may be used by breeding birds shall take place between 1st March and the 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason: Nesting birds are protected from disturbance under the Wildlife and Countryside Act 1981 (as amended).

14. **(a) No development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:**

- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;**
- (ii) The results from the application of an appropriate risk assessment methodology.**

(b) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority.

(c) This site shall not be occupied, or brought into use, until:

(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

(d) Any contamination, other than that reported by virtue of condition (a), encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site.

Reason: To ensure that any contamination affecting the site is dealt with in a manner that safeguards human health, the built and natural environment and controlled waters.

15. Prior to occupation, each of the five residential properties shall incorporate an Electric Vehicle (EV) ready domestic charging point.

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality.

16. The development hereby approved shall not be occupied until the requirements for fire hydrants have satisfactorily been considered, agreed and if necessary installed to the satisfaction of the Local Planning Authority. Any fire hydrants provided shall be permanently maintained as such.

Reason: in the interests of the safety of occupiers in the event of a fire.

17. **No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:**

- 1. The programme and methodology of site investigation and recording**
- 2. The programme and methodology of site investigation and recording as suggested by the archaeological evaluation**
- 3. The programme for post investigation assessment**
- 4. Provision to be made for analysis of the site investigation and recording**
- 5. Provision to be made for publication and dissemination of the analysis and records of the site investigation**

6. Provision to be made for archive deposition of the analysis and records of the site investigation

7. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

Reason: The site lies within an area where there is significant potential for archaeological remains and any finds should be retrieved and/or recorded before they are damaged or destroyed as a result of the development hereby permitted.

18. The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition 15.

Reason: The site lies within an area where there is significant potential for archaeological remains and any finds should be retrieved and/or recorded before they are damaged or destroyed as a result of the development hereby permitted.

19. The development shall not be occupied/used until the archaeological investigation and post investigation assessment has been completed in accordance with the programme set out in the Archaeological Written Scheme of Investigation approved under condition 15 and the provision made for analysis and publication where appropriate.

Reason: The site lies within an area where there is significant potential for archaeological remains and any finds should be retrieved and/or recorded before they are damaged or destroyed as a result of the development hereby permitted.

20. The two dwellings (Plots 1 & 3) shall not be occupied until the conversion works to provide Plots 3, 4 & 5 have been completed to the satisfaction of the Local Planning Authority.

Reason: To ensure that the works to barn complex are carried out and completed in the interests of preserving and conserving the group of buildings.

Proactive Statement

Planning permission has been granted for this proposal. The Council acted proactively through early engagement with the applicant at the pre-application stage which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Highway informative

1. Works to be undertaken on the adjoining highway shall be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication Roads in Hertfordshire Highway Design Guide. Before proceeding with the proposed development, the applicant shall contact hertsdirect@hertscc.gov.uk or for information use the HCC website www.hertsdirect.org. or call on 0300 1234 047 to obtain the requirements for the associated road works as part of the development. This should be carried out prior to any development work is carried out.

Reason:

1. To ensure that work undertaken on the highway is constructed to the current Highway Authority's specification, to an appropriate standard and by a contractor who is authorised to work in the Public Highway.

RIGHTS OF WAY INFORMATIVE:

Rights of Way

1. Before commencement of the proposed development, the applicant shall contact Hertfordshire County Council's Rights of Way Service <http://www.hertfordshire.gov.uk/services/envplan/countrysideaccess/row/> (Tel: 0300 123 4047, email at row@hertfordshire.gov.uk) to obtain their requirements for the ongoing maintenance of the surface of the Barley FP17 (Public Right of Way) adjacent to the site at Pudding Lane.

Reason: To ensure the surface of the adjacent right of way does not deteriorate as a result of an increase in vehicle movements using the access road, in the interests of pedestrian safety on a Public Right of Way.

The Public Right of Way should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works.

The safety of the public using the route and any other routes to be used by construction traffic should be a paramount concern during works, safe passage past the site should be maintained at all times.

The condition of the route should not deteriorate as a result of these works. Any adverse effects to the surface from traffic, machinery or materials (especially overflows of cement & concrete) should be made good by the applicant to the satisfaction of this Authority.

All materials should be removed at the end of the construction and not left on the Highway or Highway verges.

Ecology Informative

For reptiles and amphibians, caution should be taken when moving debris piles or building materials as any sheltering reptiles and amphibians could be impacted on. Clearance of existing vegetation should be undertaken progressively towards boundaries.

Grass / vegetation should be kept as short as possible up to, and including, the time when the building works take place, so that it remains/becomes unsuitable for amphibians to cross.

Trenches should have escape ramps to provide an escape opportunity for any animals that may have become trapped.

Informative

1) EV Charging Point Specification:

Each charging point shall be installed by an appropriately certified electrician/electrical contractor in accordance with the following specification. The necessary certification of electrical installation should be submitted as evidence of appropriate installation to meet the requirements of Part P of the most current Building Regulations.

Cable and circuitry ratings should be of adequate size to ensure a minimum continuous current demand for the vehicle of 16A and a maximum demand of 32A (which is recommended for Eco developments)

- A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed termination point within a garage or an accessible enclosed termination point for future connection to an external charge point.
- The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF).
- If installed in a garage all conductive surfaces should be protected by supplementary protective equipotential bonding. For vehicle connecting points installed such that the vehicle can only be charged within the building, e.g. in a garage with a (non-extended) tethered lead, the PME earth may be used. For external installations the risk assessment outlined in the IET code of practice must be adopted, and may require additional earth stake or mat for the EV charging circuit. This should be installed as part of the EV ready installation to avoid significant on cost later.

2) The above condition is considered relevant and reasonable for the following reasons:

- Paragraph 120 of the NPPF which refers to the effects (including cumulative effects) of pollution on health, the natural environment or general amenity.
- The aim of Section 4 'promoting sustainable development' of the NPPF, which includes in paragraph 35 'developments should be designed where practical to incorporate facilities for charging plug-in and other ultra low emission vehicles'.
- HCC Local Transport Plan (LTP3) 2011-2031 which includes an aim 'to reduce transport's own contribution to greenhouse gas emissions and improve its resilience'.
- It is consistent with the approach specified in the NHDC Air Quality Planning Guidance Document, which is referenced within the current consultation version of the Local Plan.
- The proposed plan for the development includes car parking provision immediately adjacent to the proposed properties, which means that it is suited to the incorporation of EV charging infrastructure. The assessment of reasonable is also based on the approximate costs for installing appropriate cabling to a new build property would be expected to be approximately £400.00 per property and installation of a wall-mounted point approximately £400.00 per property.