

ITEM NO:		
	<u>Location:</u>	Glyfada Gosmore Road Hitchin Hertfordshire SG4 9BE
	<u>Applicant:</u>	-
	<u>Proposal:</u>	Erection of six 4-bed and two 5-bed dwellings including creation of new vehicular access off of Hitchin Road following demolition of existing dwelling (revision of previous scheme granted permission under 17/02466/1 and 18/02810/NMA).
	<u>Ref. No:</u>	19/03033/FP
	<u>Officer:</u>	Tom Rea

Date of expiry of statutory period: 30th April 2020

Reason for Delay

Negotiations and Committee cycle

Reason for Referral to Committee

This application is being reported to Committee because the site area exceeds 0.5 hectares.

1.0 **Planning Policy**

1.1 **North Hertfordshire District Council**

Policy 2: Green Belts

Policy 26: Housing proposals

Policy 55: Car Parking Standards

Policy 57: Residential Guidelines and Standards

Supplementary Planning Documents

Design SPD

Vehicle Parking Provision at New Development SPD (2011)

1.2 **National Planning Policy Framework (February 2019)**

Section 2: Achieving sustainable development

Section 5: Delivering a sufficient supply of homes

Section 8: Promoting healthy and safe communities

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well-designed places

Section 13: Protecting Green Belt land

1.3 **North Hertfordshire District Local Plan 2011 – 2031 Proposed Submission (Incorporating the Proposed Main Modifications November 2018)**

Policy SP1: Sustainable Development in North Hertfordshire

Policy SP8: Housing

Policy SP9: Design and sustainability

Policy SP10: Healthy communities

Policy T2: Parking

Policy D1: Sustainable design

Policy D3: Protecting living conditions

Policy D4: Air quality

2.0 **Site History**

2.1 17/02466/1: Erection of 6 detached five bed dwellings including creation of new vehicular access off Hitchin Road following demolition of existing dwelling. Granted permission 18.01.18.

2.2 18/02810/NMA: Plot 1 dwelling handed, Plot 3 repositioned and addition of rooflights to garage link and garage. Plot 4 repositioned and addition of rooflights to garage link. Plot 5 dwelling handed and garage attached. All as non-material amendments to planning application 17/02466/1 granted on 18.01.18.

3.0 **Representations**

3.1 **Hertfordshire Highways:** Advises that the authority do not wish to restrict the grant of planning permission subject to several conditions including details of footway links to be secured via a Section 278 Agreement. Also recommends the attachment of highway informatives.

3.2 **NHDC Environmental Health officer (Air Quality):** Raises no objections. Recommends a condition requiring EV charging points in each dwelling and an EV recharging informative.

3.3 **NHDC Environmental Health officer (Contamination):** Requested further details concerning the submitted risk assessment. Final comments awaited.

3.4 **NHDC Environmental Health officer (Noise)** No comments received

3.5 **St. Ippoyts Parish Council:** 'Objects to overdevelopment and poor mix of dwelling with part of the development still situated in the Green Belt '

3.6 **NHDC Landscape officer:** No objection in principle but requires further detail on the landscape proposals for the southern boundary. Requests a landscape condition requiring full details of landscaping.

3.7 **NHDC Waste & Recycling Manager:** Provides advice on standard requirements for waste and recycling storage and collection facilities. Raises no objections.

3.8 Site Notice / Adjoining residents:

Comments received objecting to the development raising the following points:

- ☐ Site will be visible to houses in Newlands Lane
- ☐ Loss of privacy, loss of light
- ☐ Noise pollution
- ☐ Loss of property value
- ☐ Restrictive covenants in place limiting the number of houses on the site
- ☐ Revised plan is cramped and would resemble a housing state and therefore out of character
- ☐ Query sewage proposals
- ☐ Request a Committee decision
- ☐ Too many houses – suggest reduction in number and size
- ☐ Query whether there is sufficient parking

Comments received in support:

- ☐ Development is high quality and in keeping
- ☐ There is a lack of housing of this nature available

4.0 Planning Considerations

4.1 Site & Surroundings

- 4.1.1 The application site comprises the residential curtilage of a property known as 'Glyfada' a former two storey dwelling (now demolished) located on Hitchin Road on the the southern edge of Hitchin and north of the village of Gosmore. Vehicular access to the property is directly off Hitchin Road. The site area is approximately 0.57 hectares (1.4 acres).
- 4.1.2 The majority of the site at present lies within the urban area of Hitchin however a rectangular southern section of the site of approximately one third of the total site area (2070 sqm) lies within the Green Belt as designated by the current proposals map of the North Hertfordshire District Local Plan with Alterations 1996 (Saved Policies 2007). All of the site has been in residential use until the recent demolition of the dwelling in 2019.
- 4.1.3 To the south of the site is a field and then to the south of that the village settlement of Gosmore which is currently washed over by the Green Belt designation in the current local plan.
- 4.1.4 There are no public rights of way within the immediate vicinity of the site and no footpaths along Hitchin Road immediately outside of the site outside of the site however there is a footpath link north of Brick Kiln Lane into Hitchin (approximately 80 m north of the site entrance). Hitchin Road is a classified road maintained by Hertfordshire County Council as the local highway authority.

4.1.5 The site itself has a slight rise in levels from west to east and the southern boundary is defined by a substantial length of conifer trees up to 6 metres in height.

4.2 Proposal

4.2.1 This application seeks full planning permission to erect eight dwellings on the site comprising of the following mix and size:

- ☐ Two semi-detached x 4 bedroom dwellings (Plots 2 & 3) including attached garages
- ☐ Three detached x 4 bedroom dwellings with attached garages (Plots 6, 7 & 8)
- ☐ One detached x 4 bedroom dwelling with detached garage (Plot 1)
- ☐ Two detached x 5 bedroom houses with attached garages (Plots 4 & 5)

4.2.2 Access to the site would be via an amended access point in the centre of the site frontage with Hitchin Road.

4.2.3 The proposed dwellings would be positioned around a 5.5 metre wide internal access road with a cul-de-sac turning head. The dwellings would in the main face onto and be accessed from the internal access road.

4.2.4 The existing conifer tree belt along the southern boundary would be replaced by a double hedge field boundary with mature trees interspersed at intervals along the boundary.

4.2.5 All of the dwellings would have full hipped roofs with projecting gables and external materials would include facing brickwork, composite boarding and hanging tiles with white upvc windows. The generally traditional design of the dwellings is reinforced with chimneys, projecting gables, string courses, dormer windows, stone cills, brick plinths and roof tiles.

4.2.6 The application is supported by the following documents:

- ☐ Planning, Design & Access statement
- ☐ Ecology reports including Addendum report
- ☐ Geo-environmental Site Investigation report
- ☐ Highway Technical Note (November 2019)
- ☐ Sustainability statement (January 2020)

4.3 Key issues

4.3.1 The key issues are the principle of the development, character and appearance, living conditions of existing and proposed residents, access and parking issues, environmental matters and planning obligations

4.3.2 Principle of the development

- 4.3.3 Planning permission was granted for six dwellings on this site in January 2018 (see history above). That permission has been implemented with the demolition of the original dwelling on the site and the redevelopment scheme can now be built out subject to the discharge of several conditions pursuant to that consent such as a construction management plan and the submission of an environmental risk assessment.
- 4.3.4 In granting permission for the previous scheme for six dwellings the Local Planning Authority accepted that there were very special circumstances (VSC's) apparent to justify development within the currently designated Green Belt area of the site. There have been no changes that would alter the relevance of the previous VSC's indeed the Council's five year land supply position has deteriorated since January 2018 with the recent publication of its Annual Monitoring Report which demonstrate that it has, from April 2019, only 1.3 years of housing land supply. Furthermore, the granting of the previous permission is a significant material consideration.
- 4.3.5 In view of the above I conclude that the principle of development on this site for a residential scheme of eight dwellings is acceptable subject to an examination of all other material considerations.

4.3.6 Character and Appearance

- 4.3.7 Prior to its demolition 'Glyfada' was a two storey dwelling set in in substantial grounds (0.57 hectares). The surrounding pattern of development is that of generally large two storey dwellings with large gardens and detached garages. Plot sizes vary and there a range of architectural styles. There area number of residential cul-de-sacs in the immediate area such as Newlands Close (East and West), New England Close, Millfield Lane and Ransom Close and there are several backland plots where additional dwellings have been added in rear gardens. Further south is Gosmore Ley Close a cul-de-sac of 8 dwellings on a similar site area as the application site. Given this prevailing form of development I consider that the development of the site as a cul-de-sac of 8 dwellings with generous gardens and adequate parking would not be out of keeping in the neighbourhood.
- 4.3.8 The application proposals include two additional dwellings over the approved scheme (ref: 17/02466/1) but with a mix of semi-detached and detached dwellings as opposed to the approved six detached dwellings. There is a just under 10% increase in footprint with this proposed 8 dwelling scheme (1251 sqm as opposed to 1157 sqm). Section 11 of the NPPF ('Making efficient use of land') is relevant in that it supports the development of under used land. Paragraph 123 states:

'it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site'

In this case there would be more efficient use of the site with this 8 dwelling scheme with a density of 14 dwellings per hectare (previously 10.5dpa) which is still a relatively low density in terms of modern housing developments and of a similar density to nearby cul-de-sacs as mentioned above.

- 4.3.9 The proposed layout demonstrates a reasonably spacious layout for this edge of settlement location and the houses are located so that they are sited back from the site boundaries to allow for the proposed landscaping to mature and therefore retain the sylvan character of the area.
- 4.3.10 The conifer screen along the southern boundary is proposed to be replaced with a traditional field boundary double spaced hedge comprising a mix of elder, hawthorn, blackthorn and holly whips interspersed with some tree species. The full detail of the landscaping can be secured by an appropriately worded condition. The existing conifer screen although tall has not been maintained well and does not provide much in the way of wildlife habitat. The hedge and tree planting has the potential to reinforce the Green Belt boundary as proposed in the Emerging Local Plan.
- 4.3.11 Given all of the above I consider that this revised scheme will be still in keeping with the prevailing pattern of development particularly in terms of density, scale, external materials and landscaping and that it would not be harmful to the character and appearance of the area.
- 4.3.12 **Living conditions of existing and proposed residents.**
- 4.3.13 Concerns have been raised overlooking and consequent loss of privacy to existing residents. In respect of plot 1 a condition can be attached ensuring that the en-suite window on the northern elevation is obscure glazed. Plots 2 & 3 are angled away from 'Gosmore Cross' and over 30 metres away from the rear elevation of that property. Plots 4 and 5 are as approved under the previous permission with an angled relationship and significant back to back separation distances with properties to the west. The fall in levels across the site down to Hitchin Road also assists in helping to reduce the dominance of the development on adjacent properties.
- 4.3.14 It is appreciated that some of the adjacent properties have some open views across the application site that will be changed with this development. However there is no right to a view and I consider that the development itself would not result in any overbearing impact or loss of privacy to adjacent properties.
- 4.3.15 Even with the increase in density of development each of the new dwellings will have large gardens comfortably in excess of Policy 57 guidelines. In addition the proposed residents will have convenient access to open countryside and a network of public footpaths as well as the amenities in the nearby Gosmore village (village green and pubs).
- 4.3.16 In conclusion on living conditions I consider that the development would not be harmful to existing residents amenity and would provide a high standard of environment for the prospective residents.

4.3.17 Access and parking issues

- 4.3.18 The application is accompanied by a technical document to demonstrate that the proposed replacement access can be suitably provided and would be safe in highway terms. It confirms that there has been no recorded accidents on the adjacent highway in the last 5 years (from information provided by HCC Highways). The removal of the existing front access boundary walls and hedging and the re-siting of the access serving the development to the south would actually improve visibility and highway safety. Traffic generation levels would be very low i.e. the proposal would generate a maximum of 4 movements during the AM peak hour, 2 movements in the lunchtime peak hour and 3 movements during the evening PM peak hour. The document demonstrates that a refuse collection vehicle currently used (12.8m in length) would be able to access the development and turn around within the site. The document concludes that the vehicle trip generation by an additional two dwellings would result in a negligible increase in traffic at the site access and barely perceptible impact on highway capacity.
- 4.3.19 In considering this application officers have been asked to consider a footpath link to and from the site to Gosmore village. Whilst there is potentially sufficient room within the highway boundary south of the site to achieve a footway there is no footpath through the village in any event therefore pedestrians would still have to re-join the shared carriageway with traffic on entering the village. In discussions the Highway Authority have advised that this option is not of any overall benefit. However, the Highway Authority have requested however that a footpath is provided from the site to link up with the public footpath to the north beyond the junction with Brick Kiln Lane some 85 metres away. The Highway Authority have not provided any feasibility plans or cost estimates for this section of footpath and would like the detail left to a Section 278 Agreement under the Highways Act, to be agreed by a planning condition. This matter has been discussed at length with the applicants and their highways consultants and has culminated in a report being produced by Stomor Civil Engineering consultants together with diagrams. The report outlines the difficulty of achieving this footpath due to the narrowness of the highway boundary adjacent to Roseview Cottage where the footway corridor would be less than 1 metre in width in addition to being restricted by a property boundary wall and lamp column. Furthermore, there are gas and electricity services along the route which in order to accommodate the footway may prove cost prohibitive. Apart from the highway safety and unknown costs issues the footpath would involve the removal of a substantial section of highway verge and hedgerow which would have an adverse visual impact. I consider that for all of the above reasons it would not be reasonable in planning terms to require the developer, via a planning condition as suggested by the Highway Authority, to enter into a highway agreement. Such a condition would also in my opinion fail the tests of being necessary, precise and reasonable as required by the Framework and National Planning Policy Guidance.

Notwithstanding the above, the applicant has agreed that should a footpath extension scheme within the vicinity of the site that is promoted by the Highway Authority come forward in the next 2 – 3 years, then a contribution of £16,500 is offered towards this scheme. Please refer to the paragraph below regarding Planning obligations for more details on this matter.

4.3.20 The proposed development would comfortably meet the parking standards required as set out in the Council's supplementary planning document on parking at new development – including visitor parking provision. In addition the proposed garages provide cycle and scooter parking areas in addition to electric vehicle charging points.

4.3.21 No objections are raised by the Highway Authority and it concludes that the development would not have an unreasonable impact on the safety and operation of the adjoining highways subject to the inclusion of informatives and planning conditions.

4.3.22 Given the above analysis I consider that the development is acceptable in highway safety terms and that sufficient on site parking can be provided.

4.3.23 **Environmental matters**

4.3.24 The application documentation includes the original ecological appraisal carried out in July 2017 and an updated addendum to this report dated October 2019. The reports confirm that the site is not of nature conservation importance and has limited biodiversity with some minor nesting bird habitat. The Council's ecological consultants advise that it is not necessary, given the nature of the site and scale of development, to adopt the biodiversity metric in this case. They do however acknowledge the benefit to biodiversity that would result from the proposed landscaping scheme and they advise that two artificial roosting bats should be integrated into plots 4 & 5 (previously 3 & 4) to achieve a biodiversity gain in line with the aims of the NPPF.

4.3.25 The application is accompanied by a Geo-environmental site investigation including a Phase II contamination assessment. A condition is recommended requiring the development to be carried out in accordance with the risk assessment methodology and evaluation set out in the submitted report.

4.3.26 A sustainability statement has been submitted with this application. It sets out how the development can meet the aims of Policy D1 'Sustainable Design' of the ELP with reference to protecting ecological features of the site, incorporating Sustainable Urban Drainage Systems, reducing carbon emissions through incorporating a range of low/zero carbon technologies in the design and managing constructional and operational waste. A condition is recommended that requires the development to be carried out in accordance with the sustainability statement.

4.3.27 **Planning Obligations**

4.3.28 When the Local Planning Authority considered the previous application (17/02466/1) in January 2018 the original National Planning Policy Framework (2012) was in place. Major development was not defined in the Annexe 2 (Glossary). Since then the guidance has been amended and the Annexe 2 Glossary in the 2019 NPPF has identified 'Major development' for housing as '*development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more*'. The current application has been registered and advertised as a 'major' development and the site area is 0.57 hectares therefore planning obligations can be requested. The extant permission does not include any planning obligations.

4.3.29 In this case Hertfordshire County Council's Growth & Infrastructure team have requested the following contributions towards County Council infrastructure / services:

- ☐ Childcare - £1,682.00
- ☐ Primary education - £91,173.36
- ☐ Secondary education - £37,862.00
- ☐ Library service £1,976.00

4.3.30 The applicants have responded to the HCC request for infrastructure contributions stating that the applicant has a realistic fallback position that must be taken into account by the Local Planning Authority if it were to consider the full amount of contributions requested by the County Council. The fallback position is the extant permission for 6 dwellings without any financial contributions and possibly an amendment to that permission for 8 dwellings on a smaller site area again without the need for financial contributions. The fallback position is a material planning consideration that has been recognised by Planning Inspectors at appeal and in case law and indeed the applicants have quoted the Mansell Judgement (Court of Appeal C1/2016/4488). Furthermore, the applicants have advised the very real prospect of the fallback position is strengthened by the fact that one of the plots has been sold and therefore a contractual obligation exists to commence the development. In addition a Section 278 application pursuant to the 6 dwellings scheme has been submitted to the County Council as highway authority.

4.3.31 In view of the above it is considered that there is a compelling case that there is a realistic and probable fall back position whereby the applicant can implement the 6 unit scheme without financial contributions. As such it is significant material planning consideration in determining whether the full list of planning obligations sought by the County Council is reasonable. In this regard the applicant has made a contribution offer of **£15,693.29** based on the 4 additional bedrooms now being proposed over and above the approved non-contribution six unit scheme (calculated at £3,923.29 per bedroom in accordance with the HCC toolkit).

4.3.32 In addition to the above education contribution the developer has agreed a sustainable transport contribution based on £500 per space in accordance with the Council's Planning Obligations SPD. The scheme includes 33 car parking spaces so the contribution would be **£16,500**. This contribution could be directed towards a footpath extension / improvement scheme in the vicinity of the site in order to improve the connectivity of the site to the existing footpath network. This would require a scheme to be promoted by the Highway Authority and subject to additional funding and the necessary safety audit. It would seem reasonable to limit this contribution to a three year period (to tie in with the time limit for the planning permission if approved). If no scheme has come forward within that three year period following the grant of permission the applicant has agreed through negotiation with officers that the sustainable transport contribution could be re-directed to the Education authority. I consider this is reasonable in the circumstances as it reflects the realistic fallback position whilst also acknowledging the impact of the development on local infrastructure. On this basis I am minded to recommend that, should planning permission be granted, that it is subject to the submission of a satisfactory Unilateral Undertaking to include a total sum of **£32,193.29** towards Hertfordshire County Council infrastructure and services.

4.3.33 The Planning balance

The Council is unable to demonstrate a five year deliverable supply of housing land and paragraph 11 of the NPPF states that where policies are out of date permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. In this case part of the site is still within the Green Belt therefore there is no presumption in favour of granting planning permission. That said the applicant has demonstrated compelling very special circumstances as to why the Green Belt part of the site can be developed and this includes the extant planning permission.

4.3.34 All development proposals must achieve the three strands of sustainable development as set out in Section 2 of the NPPF (i.e. the economic, social and environmental objectives). In this case the development would assist the local economy in providing construction jobs in the short term and jobs within the service sector in the longer term. Moderate weight could be attached to this economic benefit. In social terms the proposal will deliver 7 additional dwellings that will contribute to the Council's housing supply and provide well-designed dwellings in a safe, built environment accessible to services and open space that will be supportive of the communities health, social and general well-being. I attach significant weight to these benefits. In terms of the environmental objective, I am of the opinion that there would be no harm to the character and appearance of the area as a result of the particular characteristics and features of this development proposal. In addition there is the potential for net biodiversity gain and the sustainability statement advises that the development can minimise waste and pollution and be adaptive to climate change and the move to a low carbon economy. I attach significant weight to these environmental benefits. Given the above analysis I conclude that the limited adverse impacts of the development are significantly and demonstrably outweighed by the benefits and therefore will achieve sustainable development as required by the National Planning Policy Framework.

4.4 Conclusion

4.4.1 Taking into account the above analysis of this application I consider that on balance there would be no significant and demonstrable harm arising from this development proposal and therefore I recommend approval subject to a satisfactory Unilateral Undertaking and conditions.

Alternative Options

None applicable

Pre-Commencement Conditions

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

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:

- A) The submission of a satisfactory Unilateral Undertaking to secure £32,193.29 as a contribution towards services and infrastructure provided by Hertfordshire County Council
- B) The following conditions and informatives:

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. The proposed flank wall window at first floor level on the north elevation of Plot 1 (i.e. the proposed en-suite) shall be permanently glazed with obscure glass.

Reason: To safeguard the privacy of the occupiers of the adjacent dwelling.

5. Prior to the commencement of the development hereby approved full details of the landscape scheme for the southern boundary of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

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. Before the commencement of any other works on the site, trees to be retained shall be protected by the erection of temporary chestnut paling or chain link fencing of a minimum height of 1.2 metres on a scaffolding framework, located at the appropriate minimum distance from the tree trunk in accordance with Section 4.6 of BS5837:2012 'Trees in relation to design, demolition and construction - Recommendations, unless in any particular case the Local Planning Authority agrees to dispense with this requirement. The fencing shall be maintained intact for the duration of all engineering and building works. No building materials shall be stacked or mixed within 10 metres of the tree. No fires shall be lit where flames could extend to within 5 metres of the foliage, and no notices shall be attached to trees.

Reason: To prevent damage to or destruction of trees to be retained on the site in the interests of the appearance of the completed development and the visual amenity of the locality.

9. Prior to the relevant phase of works full details of any boundary fence (including height) or other landscaping treatment along the northern and eastern boundaries of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the amenity of adjacent residents

10. There shall be no vehicular or pedestrian gates erected across the access road.

Reason: To ensure that the development is inclusive and in the interests of highway safety

11. Prior to the occupation of the development a new priority junction shall be provided as identified on drawing number PL001A with the main access road being provided 5.5 metres wide with the kerb radii being a minimum of 8 metres to the current specification of Hertfordshire County Council and to the local authority's satisfaction.

Reason: In the interest of highway safety.

12. Before the access is first brought into use vehicle to vehicle visibility splays of 2.4 metres x 43 metres to both directions shall be provided and permanently maintained within which there shall be no obstruction to visibility between 600mm and 2.0 metres above the footway level.

Reason: To provide adequate visibility for drivers leaving and entering the site.

13. The gradient of the main access from Hitchin Road shall not be steeper than 1 in 20 for the first 15 metres from the edge of the carriageway.

Reason: In the interest of highway safety.

14. Prior to the commencement of development a Construction Management Plan / 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. Phasing programme;
- 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. Foundation works that affect traffic movement of existing residents;
- f. Access to electric substation/control building;
- g. Cleaning of site entrance and the adjacent public highways and, disposal of surplus materials.
- h. Hours of construction

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

15. Prior to the commencement of the development hereby permitted a stage 1 Road Safety Audit shall be carried out and submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority.

Reason: In the interests of highway safety

16. All ecological measures and/or works shall be carried out in accordance with the details contained in the Ecological Appraisal (ELMAW Consulting, July 2017) and addendum dated 2019 where appropriate as submitted with the planning application. In addition, hedgehog friendly fencing shall be installed throughout the development.

Reason: To ensure that biodiversity objectives and long term maintenance are realised

17. The development hereby approved shall be carried out in accordance with the methodology and remediation strategy set out in the submitted Geo-Environmental Site Investigation report by BRD dated September 2018.

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.

18. Prior to occupation, each of the eight 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.

19. The development hereby approved shall be carried out in accordance with the submitted Sustainability Statement by Sol Environment dated January 2020.

Reason: To ensure that the development accords with the requirements of Policy D1 'Sustainable Design' of the Emerging Local Plan

Proactive Statement:

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

Informative/s:

- 1) EV Charging Point Specification:

The charging points 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)

- o A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed termination point within a garage or an accessible enclosed termination point for future connection to an external charge point.
- o The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF).
- o If installed in a garage all conductive surfaces should be protected by supplementary protective equipotential bonding. For vehicle connecting points installed such that the vehicle can only be charged within the building, e.g. in a garage with a (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:

- o Paragraph 120 of the NPPF which refers to the effects (including cumulative effects) of pollution on health, the natural environment or general amenity.
- o 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'.
- o 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'.
- o 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.
- o The assessment of reasonable is also based on the approximate costs for installing appropriate cabling to a new build property and would be expected to be approximately £300.00 per property and installation of a wall-mounted point approximately £300.00 per property. Wall-mounted points have been judged to be practical at this site based on the submitted site plans that show that each property has an accompanying double garage.

Construction Phase

The demolition / construction phase and associated noise, dust etc. has the potential for nuisance to the existing residents nearby. I therefore ask that the informatives below are included: -

Informatives

During the change of use phase the guidance in BS5228-1:2009 (Code of Practice for noise Control on construction and open sites) should be adhered to.

During the change of use phase no activities should take place outside the following hours: Monday to Friday 08:00-18:00hrs; Saturdays 08:00-13:00 hours and Sundays and Bank Holidays: no work at any time.

Prior to the commencement of demolition of the existing buildings, a survey should be undertaken in order to identify the presence of asbestos containing materials. Any asbestos containing materials should be handled and disposed of appropriately. Where necessary this should include the use of licensed contractors and waste disposal sites licensed to receive asbestos.