

<u>Location:</u>	Land To The West Of Lucas Lane And East Of Headlands Grays Lane Hitchin Hertfordshire SG5 2HR
<u>Applicant:</u>	Mr W Berry
<u>Proposal:</u>	Erection of nine detached dwellings (2 x 3-bed, 1 x 4-bed and 6 x 5-bed) including garaging, parking, landscaping and creation of vehicular access off Gray's Lane.
<u>Ref. No:</u>	22/00516/FP
<u>Officer:</u>	Germaine Asabere

Date of Statutory Expiry Period: Agreed extension to 20.06.2023

Reason for Delay:

Ongoing delays with the examination of the now adopted Local Plan, awaiting consultation responses, site layout and legal agreement.

Reason for Referral to Committee

The application site area at 0.83 hectares requires that this planning application for residential development must be determined by the Planning Control Committee under the Council's constitution and scheme of delegation.

Submitted Plan Nos to Determine:

Site Layout Drawing: 112-PS-003 Rev D

House Floor Plans and Elevations : 112-PS-001 Rev A; 112-PS-002 Rev B; 112-PS-003 Rev D; 112-PS-004 Rev B; 112-PS-110; 112-PS-120; 112-PS-130; 112-PS-140; 112-PS-150; 112-PS-180; 112-PS190-A; 112-PS-195-A

Outline Layout Plan: GUA-DR-L-001 P02, 194632/P01 Rev D

Illustrative Landscape Masterplan: GUA-DR-L-002 P03

Associated Documents

Preliminary Ecological Appraisal (December 2021)

Design and Access Statement (D&AS - 3 Parts)

Arboricultural Impact Assessment (2 parts)

Ecology Report

Noise Assessment

Transport Statement

Ground Investigation Report (October 2021)

Flood Risk Assessment and Drainage Strategy (2 parts)

Summary

This is a full planning application for nine dwellings on the adopted Local Plan allocated site – Land to the West Of Lucas Lane And East Of Headlands (Policy HT5). The application is accompanied by a host relevant supporting documents detailed above.

The application was validated in February 2022, predating the Local Plan adoption and has been the subject of extensive discussions, negotiations and revisions both prior to and following submission. The principle of the proposed development has been established through the site-specific allocation in the Authority's adopted Local Plan (Policy HT5).

This report sets out the relevant planning policies, responses from consultees and interested third parties and a detailed assessment of all the relevant planning issues. There is general support from statutory consultees and others have provided comments. There remains strong local objection, in particular to the principle of development as the site was previously within the metropolitan Green Belt.

The report concludes that the application meets national policy tests and satisfies the requirements of Policy HT5. The balance between built development, green space and landscaping is considered to have been successfully reached. Hertfordshire County Council has confirmed that traffic generated would be accommodated within the highway network and the controlled surface water discharge rate would ensure no increase in flood risk to or from the development.

For these reasons as elaborated upon in this report, the officer recommendation is that planning permission should be granted subject to conditions.

1.0 Policies

- 1.1 North Hertfordshire Local Plan (2011-2031) (Nov 2022):
 - Section Two – Spatial Strategy and Strategic Policies
 - SP1 – Sustainable development in North Hertfordshire
 - SP2 – Settlement hierarchy;
 - SP6 – Sustainable Transport
 - SP7 – Infrastructure requirements and developer contributions
 - SP8 – Housing
 - SP9 – Design and Sustainability
 - SP10 – Healthy Communities
 - SP11 – Natural resources and sustainability
 - SP12 – Green infrastructure, biodiversity and landscape
 - Section 3 – Development Management Policies
 - HS1 – Local Housing Allocations
 - HS3 – Housing mix;
 - HS5 – Accessible and adaptable housing
 - HT5 – Land at junction of Grays Lane & Lucas Lane
 - D1 – Sustainable design;
 - D3 – Protecting living conditions;
 - D4 – Air quality
 - NE2 – Landscape;
 - NE4: Biodiversity and geological sites

NE6 – New and improved open space
NE7 - Reducing flood risk;
NE8 - Sustainable drainage systems;
NE9 - Water Quality and Environment;
NE10 - Water Framework Directive and Wastewater Infrastructure;
NE11 – Contaminated Land
T1 – Assessment of transport matters
T2 – Parking

- 1.2 National Planning Policy Framework (NPPF) (July 2021):
Section 2 ‘Achieving sustainable development’
Section 4 ‘Decision Making’
Section 5 ‘Delivering a Sufficient Supply of New 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 14 ‘Meeting the Challenge of Climate Change, Flooding and Coastal Change’
Section 15 ‘Conserving and enhancing the natural environment’

- 1.3 Supplementary Planning Documents:
Vehicle Parking at New Development Supplementary Planning Document (Sept 2011)
Design Supplementary Planning Document (July 2011)
North Hertfordshire Transport Strategy (2018)
Planning Obligations Supplementary Planning Document (November 2006)
Developer Contributions SPD (2023)

2.0 **Site History**

- 2.1 None of particular relevance to this application site although the proposal was subject to detailed pre-planning application discussions under reference (21/00556/PRE). Information on adjoining allocated site (HT6) is below:
- 2.2 21/01562/OP Outline planning permission for up to 58 dwellings, a community woodland, associated car parking, open space, landscaping and new access from Grays Lane, with all matters reserved except for access. This application was withdrawn.
- 2.3 22/03092/FP Residential development of 47 dwellings and associated car parking, open space, landscaping and creation of access off Grays Lane. This application is currently under consideration.

3.0 **Representations**

- 3.1 **NHDC Environmental Health Officer (Noise) –**
No objection subject to informative.
- 3.2 **NHDC Environmental Health Contamination (Contamination) –**
No objection subject to recommended condition requiring a written preliminary environmental risk assessment report.

- 3.3 **NHDC Environmental Health (Air Quality) –**
No objection raised.
- 3.4 **NHDC Planning Policy –**
Comments received
- 3.5 **Greenspace –**
Commented on inadequate provision of play area.
- 3.6 **Highways (HCC) –**
The Highway Authority have reviewed the application and does not wish to raise an objection subject to the inclusion of the recommended planning conditions and informatives.
- 3.7 **Archaeology (HCC) –**
No objection subject to conditions
- 3.8 **Waste and Recycling Team –**
The Team queried the setup of onsite household refuse and recycle facilities and collection arrangement.
- 3.9 **CPRE Hertfordshire –**
Raised an objection on the basis the application site was Green Belt land and the development was an encroachment and extension of the built up area.
- 3.10 **Herts & Middlesex Wildlife Trust –**
Raised an objection on the basis that biodiversity net gain of the site has not been proven. Additionally, the supporting ecological report was found to be inconsistent with national guidance.
- 3.11 **Lead Local Flood Authority –**
No response received.
- 3.12 **Bedford Group of Drainage Boards –**
No comment as the application site is outside the Board's district.
- 3.13 **HCC Growth and Infrastructure Team –**
Require contributions for Primary Education, Secondary Education, Special Educational Needs and Disabilities, Library Service, Youth Service, Waste Service and monitoring fee based on new guidelines. Table on later part of the report sets out the details for these contributions.
- 3.14 **Hertfordshire Ecology –**
Any response will be reported at the Planning Committee.
- Neighbours and local residents' comments**
- 3.15 At the time of finalising this report, several representations have been received. A majority of which are in objection to the proposal and a few in support (running total can

be viewed on the Council's website). These representations are available to view in full on the Council's website and summarised below:

- Traffic generation.
- Concerns about traffic data used.
- Insufficient parking on site (including visitor parking) and potential impacts on the local area.
- Concern about road safety and crossings.
- Travel plan measures will not be effective.
- Inappropriate development in the Green Belt and there are no exceptional circumstances or very special circumstances. Destruction of the Green Belt which should be preserved.
- Design and layout not in keeping
- Excessive number of dwellings proposed.
- No affordable housing.
- Inappropriate dwelling mix.
- Lack of sustainability features.
- Lack of community benefit from the development.
- Increase risk of flooding in the area.
- Concern about on-site drainage.
- Light pollution.
- Pollution from traffic.
- Lack of infrastructure to support dwellings.
- Destruction of wildlife and habitats.
- Lack of ecology surveys.
- Loss of privacy to existing dwellings
- Lack of suitability for mobility impaired.
- Increase in noise and disturbance.
- Lack of extensive consultation of general public.
- Inaccurate references in supporting documents.

3.16 Comments in support recognise that this is an allocated site, and the proposal appears to be generally in line with Policy HT5 of the Local Plan.

4.0 **Planning Considerations**

Site and Surroundings

4.1 The site comprises undeveloped land constituting an unmanaged agricultural field that has become long grass, measuring approx. 0.82ha. Ground levels are largely flat. Boundaries are intermittent trees and vegetation, more so on the east and north boundaries. A rectangular area of trees on the western side of the site is designated as an Area Tree Preservation Order (TPO/00199, created in 2020).

4.2 The site is on the western edge of Hitchin, with residential development of Hitchin on the east side of Lucas Lane comprising detached and semi-detached two storey dwellings, chalet bungalows and bungalows. A single dwelling Headlands shares a boundary with the west of the site. The north site boundary adjoins Lavender Fields, which provides residential accommodation and care for the disabled. Land to the south on the other side of Gray's Lane is undeveloped. West of Headlands, land is agricultural.

- 4.3 The application site has no heritage designations however, it is an area of archaeological interest. This includes the late 19th century country house of Foxholes, and its 19th century gardens and grounds [Historic Environment Record nos. 13218 and 10203], a Roman cemetery comprising several inhumation burials found in the garden of Foxholes [HER 1184], and a 1st and 2nd century Roman sub rectangular ditched enclosure with internal post holes, and boundary ditches to the west and south-west [HER 31555].
- 4.5 The nearest bus stops to the site are located along Offley Road 400m to the south the site, walking distance equating to 800m. Further bus stops are located to the east of the site via West Hill plated as Old Park Road at 700m. The Hitchin Bridleway 004 lies adjacent.
- 4.6 The site is allocated as site HT5 in the Local Plan for new housing ('Land at junction of Grays Lane & Lucas Lane')

Proposal

- 4.7 The application seeks full planning permission for residential development of nine detached dwellings (2 x 3-bed, 1 x 4-bed and 6 x 5-bed) including garaging, parking, landscaping and creation of vehicular access off Gray's Lane. There have been revisions following negotiations with statutory consultees including access arrangements.

Key Issues

- 4.8 The main consideration is whether the proposals comply with Policy HT5 of the adopted Local Plan (Land at junction of Grays Lane & Lucas Lane). This forms the policy background and principle of development, other key issues for consideration of this full planning application are as follows:

Policy background and the principle of development
Design of the proposal and impact on the character and appearance of the area;
Standard of proposed accommodation for future occupiers;
Impact on the amenity of adjoining properties;
Highways matters;
Heritage considerations;
Flood risk
Ecological impacts
Planning obligations

Policy background and the principle of development

- 4.9 Under the provisions of section 70(2) of the Town and Country Planning Act 1990, section 38(6) of the Planning and Compulsory Purchase Act 2004, and the provisions of the NPPF i.e. paragraph 2, applications for planning permission must be determined without delay in accordance with the development plan unless material considerations indicate otherwise.
- 4.10 At the current time the statutory development plan in respect of this application consists of the North Hertfordshire District Council Local Plan (LP) (Adopted November 2022) and associated housing sites allocation plan, any 'made' neighbourhood plans and the

- 4.11 At the point of submission of this application, the site was located outside of the settlement boundary of Hitchin and was within the Green Belt. However, the application site is now an allocated housing site in the Local Plan, which was adopted on 8th November 2022. The red line boundary of the application site is now in its entirety outside of the Green Belt and there is no objection in principle to the proposed housing development.

Policy compliance

- 4.12 Policy HT5 of the Local Plan allocates this site for the provision of around 16 residential dwellings. This is to partly contribute towards meeting the identified housing need arising from within the local area and derived from technical studies which assess the optimal use of the land. The policy sets out that detailed proposals for the site that meet 4 site specific requirements will be permitted. These site-specific requirements are listed below and considered in turn in the body of this report.

- ***Improvements to Grays Lane to provide access to sites HT5 and HT6 whiles maintaining appropriate access to, and integrity and character of, Bridleway Hitchin 004 and Byway Open to All Traffic Hitchin 007;***
- ***Retain and reinforce planting along western boundaries to protect openness of Green Belt beyond the allocation;***
- ***Consider and mitigate against potential adverse cumulative impacts of sites in this area on Oughtonhead Lane SSSI; and***
- ***Sensitive design to minimise impacts upon landscapes to the west, including longer views from the Chilterns AONB.***

- 4.13 At 9 dwellings, the proposed quantum of development with this application represents a shortfall that is not consistent with the dwelling estimate set out in Policy HT5.. The quantum of development as proposed is a reduction of 44 percent in housing provision and the Local Authority aims for residential delivery numbers to normally be within 20% of site estimates.

- 4.14 The supporting Design and Access Statement of the application however indicates that the site faces a number of constraints that may not have been apparent at the time the site's housing estimates were being calculated namely:

- A private sewer running from west to east across the southern portion of the site,
- A majority of the shared access with adjacent site (HT6) to satisfy point 1 above is within the application site boundary, and
- A blanket tree preservation order has been placed on an area of vegetation in the northwest corner of the site, which has implications on site capacity and layout.

- 4.15 Overall, the site area amounts to 0.83 hectares; 0.57 of this is solely devoted to housing with the rest going toward open space and the protection of trees in the north-western corner of the site. The gross development density therefore works out at approximately 16 dwellings per hectare (dph). As alluded to, this dph figure is low however, based on site specific circumstances as stated above the overall housing provision can be seen as comparable to neighbouring sites.

- 4.16 Paragraph 14.15 of the Local Plan notes that an estimate of the number of new homes has been provided against each site. However, these figures are not to be seen as binding as the Development Management process will be used to explore design-led solutions on individual sites. This stance is supported at paragraph 124 of the NPPF where it is cited that planning policies and decisions should support development that makes efficient use of land, taking into account amongst other things the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it.
- 4.17 The dwelling mix would comprise:
- 2 x 3-bed units;
 - 1 x 4-bed units; and
 - 6 x 5-bed units.
- The overall numbers proposed fall below the threshold for affordable housing provision as expected by Policy HS2 of the local plan and under the circumstances; none is sought.
- 4.18 On this basis, it is considered the development is policy compliant subject to all other relevant material planning matters to be discussed below.

Design of the proposal and impact on the character and appearance of the area

- 4.19 A high standard of design is a key aspect of sustainable development. Policy D1 of the Local Plan, national guidance and the adopted Design Guide advocate the highest levels of design in new development, ensuring it is contextually appropriate and would not harm the landscape setting, making it accessible and environmentally sustainable.
- 4.20 Hitchin is one of North Hertfordshire's main settlements and is classed as a town under Policy SP2 of the Local Plan. The town has developed around its long thin medieval marketplace which ran parallel to the River Hiz. A clearly demarcated settlement boundary exists beyond which there is Green Belt. As set out elsewhere in the report, the application site is located to the west of the town of Hitchin. Locally, the site is a flat open field with mature trees and shrubbery along the boundaries. There is an existing area of vegetation to the northwest corner which is covered by a group tree preservation order. The site was in the Green Belt and classified as agricultural land but has not been cultivated for years and is now covered by long grass. Notwithstanding, housing development on this edge of town site would have some visual impact on the character and setting of the area as stressed by representations from interested parties and neighbouring residents. The proposed development would however read in conjunction with existing residential development adjacent to it to the east, expected residential development to the south and the more spontaneous arrangement of Headlands and Lavender Fields to the west and north respectively.

Layout

- 4.21 The application site would be accessed from Gray's Lane as part of highways improvement works that would also provide vehicular access to the adjoining site (HT6) and accommodate the existing bridleway and footpath. From the new main access point, a single vehicular route moves through the site providing access to the proposed dwellings. Off the main route, paths within the site are designed as a shared surface.

- 4.22 The development fronts inwards along the proposed main access and terminates at a shared courtyard to the northeast corner of the site which would be enclosed by built form on three sides. Each dwelling would have on curtilage parking spaces, a garage and well-proportioned amenity area to the rear. The access road into the development would offer a glimpse of the open space on arrival and the balance of dwellings either side of the entrance with the boundary treatment of trees and shrubs would provide a softening of the development from Gray's Lane.
- 4.23 The proposed layout, landscaping, trees and boundary treatments would create a sense of place for the development. Given the constrained nature of the site and generous general permitted development rights; a condition is recommended removing 'permitted development' rights.
- 4.24 Overall, the layout is considered to be acceptable. The reduced number of units is welcomed as it allows for better design of the site. It is noted that the rear amenity spaces for the units are relatively small for the level of accommodation being provided so a relevant planning condition will be imposed to minimise future additions. The dominance of cars is reduced by the use of parking spaces and garages set back from the main building frontages. All site boundaries have landscaped edges and the fact that the woodland area is being retained and repurposed as public open space represents a significant improvement to the scheme. The road layout is informal and road widths are varied; it is stated in supporting D&AS that these would be shared surface which is welcomed. A central road running north to south is proposed leading from the Lucas Lane junction to the wooded area and countryside beyond.

Design detailing and materials

- 4.25 The supporting Design and Access Statement cites that the proposed dwellings will draw on the existing details from the surrounding area but use modern methods of construction to create comfortable well insulated homes to meet or exceed the latest building regulations standards. The proposed dwellings would be a maximum of two storeys in height to match the predominant scale of buildings in the immediate area. The dwellings are of traditional pitched roof form which reflect the scale and type of the surrounding properties as per the North Hertfordshire Design SPD 2011.
- 4.26 Features which are commonly repeated are creasing tile corbels with clipped gables, projecting bay windows of single and two storey. Creasing tiles are also used as windowsill and window head features and accompanying brick bands and quoins. These are all reassuringly traditional however, it must be pointed out that there is no policy requirement for this to be a traditional nor contemporary scheme and as such the design approach adopted is considered acceptable.
- 4.27 A relatively simple palette of materials would be used – red and red-grey brick and tile and limited use of render. This material choice is welcomed as this approach tends to reinforce the character of a development. The materials would be secured by condition requiring details to be submitted and approved in writing by the Local Planning Authority. Overall the proposed development reflects a high quality of design, which incorporates sustainability measures to help future proof the homes and the choice of materials reflects quality traditional and natural materials where possible in accordance with national and local guidance and Policies SP1 and D1 of the Local Plan.

Standard of proposed accommodation for future occupiers

- 4.28 The applicant has confirmed that the dwellings meet the nationally described space standards and has produced a table to demonstrate. Air Source Heat Pumps will be provided to all homes on the development to deliver a low-carbon source of heating to the properties in compliance with Local Plan Policy D1: Sustainable Design. The proposed houses have private gardens and it is noted that these are all ample in proportion to complement the detached structures.
- 4.29 The buildings have been positioned with the aim to maximise sunlight/daylight areas within gardens, with the principal habitable rooms facing onto private garden space. This arrangement also provides large areas of glazing and doors to access garden spaces with smaller windows to the front of the dwellings which are north facing. Natural light and solar gain to the principal rooms will be maximised with this arrangement. It was noted on the layout plan that Plots 1 and 6 had a less than average back to back separation distance which would have potentially resulted in some mutual overlooking and to an extent a sense of enclosure between the identified dwellings. Following negotiations, it was agreed that the build footprint of Plot 1 would be moved forward towards the highway so a minimum 20 metre separation can be achieved. The amendments have been indicated on drawing number 194632/P01 Rev D. Given this amendment, it is considered that the proposed development would be acceptable and not result in a material loss of privacy to any future residents on site.
- 4.30 In relation to environmental conditions, the area of the proposed development has no major sources of noise in proximity apart from road traffic noise on A505 and Lucas Lane. The development is however expected to comply with standards on sound insulation and noise reduction for buildings. The developer has demonstrated via their noise consultant and the environmental noise survey reports that internal noise standards will be met. Additionally, there are no commercial/industrial units which pose other environmental threats to the amenity of future occupiers of the proposed development. The Environmental Health Officer has raised no objection to the findings of the report and no concerns are raised.

Impacts on the Amenities of Adjoining Properties

- 4.31 The proposed development is adjoined largely by woodland area to the west with Headlands (an existing residential unit) beyond. To the east, there are a row of detached dwellings which are separated from the application site by the unadopted part of Lucas Lane. In respect of the northern boundary, concern has been raised in relation to the proposed two-storey dwellings on plots 7 – 9 backing onto Lavender Fields. Given the distance between the plots and the property to the north, the orientation of the proposed building, intervening vegetation and boundary treatments, it is considered there will be no significant impact on neighbouring residential amenity in accordance with Policy D3 of the Local Plan.
- 4.32 Along the southern boundary is allocated site (HT6) and an indicative layout for that proposal shows that there would be acceptable distances achieved between development on the neighbouring sites. There is also existing vegetation screening some of this boundary and some additional tree planting is proposed. As such, it is

considered that the proposed houses would not result in a material loss of privacy to neighbouring properties or be unduly dominant.

- 4.33 In conclusion, it is considered that the proposed development would not cause unacceptable harm to living conditions of existing and future occupiers of neighbouring properties or the occupiers of the new properties. As such the proposed development would comply with Policy D3 of the Local Plan.

Highways matters

- 4.34 Site specific expectation on highways matters are – ‘Improvements to Grays Lane to provide access to sites HT5 and HT6 whilst maintaining appropriate access to, and integrity and character of, Bridleway Hitchin 004 and Byway Open to All Traffic Hitchin 007;

Paragraph 110 of the NPPF states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

- 4.35 The nearest bus stops to the site are located along Offley Road 400m to the south the site with walking distance equating to 800m. Further bus stops are located to the east of the site via West Hill plated as Old Park Road at 700m. The application submission includes a Transport Assessment with Highways Technical Note. The impact on the local highway network is a key local concern and the applicant has provided additional information in response to requests from Highway Authority including junction capacity modelling (Grays Lane / Lucan Lane) and impact of the development on the bridleway.

Access

- 4.36 The proposals include the provision of a new access arrangement off Grays Lane which will be delivered to serve this development application and the adjoining development to the south (land parcels HT5 & HT6 respectively). Prior application discussions between the applicant and Highway Authority emphasised the requirement for the developers of land parcels HT5 & HT6 to deliver a joint access to serve both development sites and to ensure that the users of the existing public right of way (Hitchin Bridleway 004) are accommodated safely within the new access design.
- 4.37 The section of Gray’s Lane which provides vehicular access to the site is at the western end of an unclassified road and designated an L2 Local Access within the HCC Highway Hierarchy. This section of highway is subject to a 30mph speed limit and is a width suitable for two vehicles to pass simultaneously. Footways are located on both sides of Gray’s Lane and link to the existing footway network which leads to the town centre. The section of Gray’s Lane to the north of the site is a Public Bridleway (Hitchin Bridleway 004). Lucas Lane (Hitchin BOAT007) is located to the north of the site. designated an L2 Local Access within the HCC Highway Hierarchy. This section of highway is subject to a 30mph speed limit and is a width suitable for two vehicles to pass simultaneously. Footways are located on both sides of Gray’s Lane and link to the existing footway network which leads to the town centre. The section of Gray’s Lane to the north of the

site is a Public Bridleway (Hitchin Bridleway 004). Lucas Lane (Hitchin BOAT007) is located to the north of the site.

- 4.38 Supporting information shows vehicle access indicated via a priority junction and the extension of Gray's Lane, with the intention to connect into the adjacent allocated site HT6. The Highway Authority are satisfied with the access arrangement, which has been subject to discussion with Rights of Way team as it retains access to the adjacent PRoWs. These access arrangements would be secured by a S278 Agreement directly with HCC Highways Authority and this is highlighted in an appended informative.
- 4.39 In relation to internal arrangement, the proposed site plan includes 2m wide footways leading into the site and 5.5m wide carriageway. The Highway Authority are satisfied with the internal layout. Swept paths of a 12.1m length large refuse collection vehicle have been undertaken and demonstrates refuse collection vehicles can enter and exit the site. It is noted that a 12.1m refuse collection vehicle is longer than any fire appliance used by Herts Fire and Rescue Service and therefore emergency fire service trucks can be accommodated on site. The applicant must be aware that all parts of the proposed highway to the north of Gray's Lane will remain private ownership and not adopted by the Highway Authority.

Car parking provision

- 4.40 The proposals include two (garage) spaces per dwelling plus two spaces in front of the garages. Whilst the HCC Highway Authority would recommend a car-lite development in order to encourage active and public transport, the overall determination of car parking spaces is set by the Local Planning Authority. Policy T2 – Parking Local Plan and the Vehicle Parking at New Developments Supplementary Planning Document ('Parking SPD') set out the minimum parking requirements for this proposal. This outlines that - 2 spaces are required for any dwellings of 2 bedrooms or more. In addition, between 0.25 and 0.75 visitors parking spaces are required per dwelling, with "the higher standard applied where every dwelling in the scheme is to be provided with a garage". In terms of cycle parking/ storage, the Parking SPD requires: "1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling".
- 4.41 The proposals include 2 car parking spaces within integrated garages per dwelling. 2 additional spaces per dwelling are also provided per dwelling on hardstanding in front /sides within building curtilages. In total, there will be 36 car parking spaces with each dwelling having access to a double garage and two on-plot vehicular parking spaces per dwelling. As noted above, cycle parking is not required if garages are provided, as such no additional designated cycle parking areas are proposed. With the provision of driveways for each home alongside garages, each home will be provided with an electric vehicle charging facilities. As such, the parking provision complies with the standards set out in the Local Plan and Parking SPD.
- 4.42 The HCC Highway Authority are satisfied with this level of provision. Electric charging units are not clearly indicated on plans therefore, the details of electric charging would be secured by a planning condition recommended by the Highways Authority.

Assessments and mitigation measures

- 4.43 Junction Assessment - in conjunction with HCC Highways, the agreed capacity assessments have been undertaken at two existing junctions and the new site access in order to determine the cumulative impact of the development proposal and traffic growth on the impact of the existing highway network. It was concluded that traffic furthest from the development will disperse which is not considered to have a severe/material impact.
- 4.44 The Highways Engineer has cited that there has been three collisions of slight severity at the A505/Pirton Road/Upper Tilehouse Street roundabout. It is deduced that following the proposed development, there is the risk that additional trips may impact the safety of the junctions. The Highway Authority has requested sustainable transport contribution for the proposals of the adjacent site - HT6 site – which is considered will represent a suitable mitigation for the proposal for this site (HT5). Additionally, due to concerns over the impact of construction traffic travelling to the site, the Highways Officer has recommended a planning condition requiring a Construction Traffic Management Plan prior to commencement on site.

Summary

- 4.45 Many of the objections received from local residents referred to the impact this proposed development would have on matters of highway capacity and access. It is acknowledged that there are issues of congestion particularly during peak rush hours. However, Hertfordshire County Council Highways Authority have not objected to these proposals, subject to conditions and a package of mitigation measures in conjunction with the adjacent site (HT6) to be secured via legal agreements as outlined above.
- 4.46 The concerns raised by local residents with regard to traffic, highways safety and parking issues are noted. However, in the absence of an objection from the Highway Authority, it is the officer's view that these would not be sustainable reasons to withhold planning permission.

Heritage considerations

- 4.47 The site is not within a conservation area and there are no nationally listed buildings or structures on or close to the site and there is an absence of archaeological remains on the site. The development, however is in an area of archaeological interest. This includes the late 19th century country house of Foxholes, and its 19th century gardens and grounds [Historic Environment Record nos 13218 and 10203], a Roman cemetery comprising several inhumation burials found in the garden of Foxholes [HER 1184], and a 1st and 2nd century Roman sub rectangular ditched enclosure with internal post holes, and boundary ditches to the west and south-west [HER 31555].
- 4.48 HCC Historic Advisor has confirmed that no archaeological finds are recorded from the application site but it is located on similarly high ground, in a favourable topographic location for prehistoric and Roman settlement. Paragraph 203 of the NPPF requires the effect of an application on the significance of a non-designated heritage asset to be

taken into account in determining a planning application. In weighing applications, a balanced judgement will be required having regard to the scale of any harm/ loss and the and the significance of the heritage asset. The HCC Archaeologist considers that in this instance, the proposed development is such that it should be regarded as likely to have an impact on heritage assets of archaeological interest and should be fully investigated. Subject to a condition requiring further surveys and subsequent appropriate preservation (preservation by record or preservation in situ), the proposed development would be considered acceptable.

Flood risk

- 4.49 Flood risk considerations are a key local concern which is reflected in the Local Plan and the Environment Agency's flood risk mapping. All development must therefore ensure that they do not exacerbate existing issues. Having said that, it also cannot be required that new development address pre-existing problems in the local area. The proposed application site is within Flood Zone 1. There is no increased risk of flooding, with the strategy having been designed to allow for extreme rainfall events of 1 in 100 years plus a 40% allowance for climate change.
- 4.50 The development incorporates permeable paving and cellular attenuation under driveways. The Flood Risk and Drainage Strategy and Drainage Design Plan set out that it is proposed to capture and convey runoff along the boundaries of the site via a swale directing runoff to an existing outfall.
- 4.51 The Lead Local Flood Authority (LLFA) has been consulted on this application. The applicant has demonstrated that surface water runoff can be limited to greenfield rates and would provide benefit to the area. The LLFA have not provided formal comments on the application, it is however noted that the application was triaged by the LLFA Team and was considered to be acceptable on flood risk grounds based on the site constraints and supporting information. Given that the water company and the LLFA have raised no objections, it is the view of Officers that there would not be sustainable reasons to withhold planning permission on the grounds of water-related issues.

Energy and sustainability

- 4.52 The application is supported by an outline Energy and Sustainability Statement. This sets out the strategy to minimise carbon emission and energy during the occupation of the development. This will comprise a (i) fabric first, (ii) energy recovery and (energy efficient services together with (iii) renewable and low carbon technology approach. The fabric first method proposes to minimise heat losses through construction methods. The energy recovery method seeks heating from the most efficient means, passive ventilation, optimal heating controls, maximum insulation and LED lighting. The renewable and low carbon method will seek to utilise the most appropriate technologies for heating purposes. Sustainable drainage systems, the use of green roofs and efficient water technologies are also proposed. Overall, this outline strategy is considered acceptable. A condition requiring specific details of the measures to be adopted for the development is both necessary and reasonable to deliver a sustainable development on the site.

Ecological impact

- 4.53 The site area was previously in agricultural use and majority of the site currently comprises a field of unmanaged, semi-improved neutral grassland. This dominance of coarse grass has rendered the site relatively species poor at an average of about 7–8 species per. On the other hand, there is a blanket tree preservation order on woodland to the north west of the site meaning the impact on trees and biodiversity improvements arising from the development of the site will need to be considered. The application was accompanied by an Ecological Appraisal and further information has been submitted in relation to Ecology and Biodiversity Net Gain (BNG) including a Biodiversity Metric.
- 4.54 Local Plan Policy NE4 requires a 12m buffers and net gain in biodiversity on all sites. The policy also states amongst others that:
“Applicants should, having regard to the status of any affected site(s) or feature(s)...
- d. Integrate appropriate buffers of complimentary habitat for designated sites and other connective features, wildlife habitats, priority habitats and species into the ecological mitigation and design. The appropriateness of any buffers will be considered having regard to the status of the relevant habitat. 12 metres of complimentary habitat should be provided around wildlife sites (locally designated sites and above), trees and hedgerows. It may be necessary to exceed this distance for fragile habitats such as ancient woodland or to provide appropriate root protection for mature trees;”*
- 4.55 The application site is not covered by any statutory wildlife site designation and does not support any ancient woodland other than the woodland noted above. The submitted Ecological Appraisal document however identifies non-statutory designated sites in relative proximity to the site. when taken in isolation, the proposed buffering at this site will be inadequate however, Local Plan policy does in fact note that the provision of 12m buffers should be provided but it is not an absolute requirement of policy. This requirement to implement the 12m buffers has to be regarded with pragmatism as otherwise some of the smaller proposed housing allocation sites in the Local Plan – such as the subject application site - could well be undeliverable. As such, it is considered that the proposed buffers as noted would be sufficient in this instance.
- 4.56 The proposed development takes the opportunity to provide a new high quality communal open space for the development; this would include a small play area, seating and woodland walks. The landscaping of the scheme has evolved through the application process and the landscape strategy includes retention of existing boundary vegetation around the site and enhancements with infill planting. Additional trees and a formal hedge frame are proposed at the entrance to the development and around the site. The hard landscaped areas will be softened by ornamental planting and appropriate ‘soft’ boundary treatments.
- 4.57 HCC Ecology has not commented on the proposal however objections raised by the H&E Wildlife Trust and Herts CPRE are acknowledged. The applicant has sought to address these objections by revising their appraisal documents and submitting a biodiversity metric which is in line with government guidelines. These are considered to

be acceptable in terms of impact on ecology and biodiversity, subject to the recommended condition(s).

Planning Obligations

- 4.58 In considering Planning Obligations relating to this proposed development. The Community Infrastructure Regulations and Paragraph 57 of the Framework set out statutory and policy tests. Paragraph 57 reads as follows:
 “Planning obligations must only be sought where they meet all of the following tests
 a) necessary to make the development acceptable in planning terms;
 b) directly related to the development; and
 c) fairly and reasonably related in scale and kind to the development.”
- 4.59 Local Plan Policy SP7: Infrastructure requirements and developer contributions cites that the Council will require development proposals to make provision for infrastructure that is necessary in order to accommodate additional demands resulting from the development. The Planning Obligations SPD and Developer Contributions SPD are given weight form material consideration in the consideration of this application.
- 4.60 All of the expected contributions for this site (plus indexation linked to BCIS 1Q2020) are listed in the table below.

Project	Contribution and Justification
Primary Education educations (HCC)	£99,374 Towards the expansion of expansion of Oughton Primary School
Secondary Education	£108,097 Towards the expansion of The Priory School
Special Educational Needs and Disabilities (SEND)	£10,962 Towards the new Severe Learning Difficulty (SLD) School (East)

Library Service	£1,049 Towards increasing the capacity of Hitchin Library or its future re-provision
Youth Service	£2,344 Towards increasing the capacity by sourcing a new exclusive or shared use young people's centre serving Hitchin and the surrounding area
Waste Service	£1929 Towards the new Recycling Centre development for Letchworth based in Baldock
Monitoring Fees	£340 Based on the number of triggers within each legal agreement with each distinct trigger point attracting the stated charge.

- 4.61 All the elements of these financial obligations are necessary to make the development acceptable in planning terms, are directly related to the development, and are fairly and reasonably related in scale and kind to the development. In the light of the detailed evidence, all the elements of the Obligation meet the NPPF and the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010.
- 4.62 At this stage the planning contribution figures have been agreed by all parties. Discussions are ongoing regarding a Unilateral Agreement and it is considered that discussions are advanced enough to refer this matter to Planning Committee and that any outstanding issues are minor in nature and can be resolved prior to determination.

As such the recommendation is that planning permission should be granted subject to conditions and completion of the unilateral undertaking.

5.0 **Conclusion**

5.1 Paragraph 11 of the NPPF states that: *“Plans and decisions should apply a presumption in favour of sustainable development.” For decision-taking this means:*

11c) approving development proposals that accord with an up-to-date development plan without delay.”

5.2 To conclude, this is an important housing site allocation in the Authority’s adopted Local Plan that will make an important contribution towards meeting identified local housing needs in the Local area. The proposed development would provide 9 dwellings, open space, highways arrangement and associated landscaping in accordance with the Local Plan policy requirements. The balance between built development, open space and landscaping is considered to have been successfully reached. Hertfordshire Country Council has confirmed that traffic generated would be accommodated within the highway network and the controlled surface water discharge rate would ensure no increase in flood risk to or from the development. It is therefore recommended that planning permission should be granted subject to conditions and the prior completion of a unilateral agreement.

6.0 **Alternative Options**

6.1 None applicable

7.0 **Pre-Commencement Conditions**

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

8.0 **Legal Implications**

8.1 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.

9.0 **Recommendation**

9.1 That planning permission be **GRANTED** subject to:

- a. The completion of a satisfactory legal agreement or unilateral undertaking and the applicant agreeing to extend the statutory period in order to complete the agreement if required and;
- b. The following conditions and informatives:

Conditions:

1. Time limit

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. Approved details

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. Approved materials

Prior to commencement of any above ground construction works, full details of the external materials to be used in the facings of all buildings, and including their roofs, shall be submitted to and be approved in writing by the local planning authority. The development shall be constructed in accordance with the approved details.

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. Access Design

Prior to use, the gradient of the main vehicular access road shall be constructed not be steeper than 1 in 20.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policy 5, of Hertfordshire's Local Transport Plan 4.

5. Electric Vehicle Charging Point

Electric Vehicle (EV) Charging Point Prior to the first occupation of the development hereby permitted, each residential dwelling shall be provided with an active (ready to use) EV charging point which shall thereafter be provided and permanently retained.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Building Regulations Part S and Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

6. Construction Management Plan

No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements

- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;
- k. Impacts to the public rights of way and diversions if required.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

7. Land Contamination Condition

(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 (b), 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.

8. Biodiversity and Landscape Management Plan

Prior to the commencement of any landscaping works, a Biodiversity and Landscape Management Plan (Landscape Ecological Management Plan) which details how the ecological units shown in the approved biodiversity metric will be delivered as the part of the development

shall be submitted to and approved in writing by the Local Planning Authority. It should address the aspirations of NPPF in achieving overall net gain for biodiversity, along with details on how it is planned to incorporate biodiversity as part of the development scheme, how the habitats within the site boundary will be managed to maintain long term biodiversity objectives, and if possible, who will have the management responsibilities. As such the plan shall include the following:

- a) aims and objectives of management;
- b) location, area and species composition of the habitats shown within the approved metric to be retained, enhanced and created; (which may include the area offsite to the north)
- c) appropriate management options for achieving target condition for habitats, as described in the approved metric;
- d) prescriptions for management actions, only definitive measures are acceptable;
- e) preparation of a work schedule capable of being rolled forward in perpetuity), clearly marked on plan; and
- f) ongoing monitoring plan and remedial measures to ensure habitat condition targets are met.
- g) Details of 33 integrated swift boxes, 33 integrated bat boxes (make, model and location), and hedgehog highways.
- h) the body or organisation responsible for implementation of the Plan and monitoring and remedial measures of the Plan. The plan shall be implemented in accordance with the approved details and the programme as approved and the measures shall be maintained and retained thereafter.

Reason: To ensure that the agreed landscaping and biodiversity gains are delivered and maintained in the interests of local biodiversity, ecology and the visual amenity of the site.

9. Drainage

No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The scheme shall be based on the approved Flood Risk Assessment and Drainage Strategy. The scheme shall also include:

1. Detailed engineered drawings of the proposed SuDS features including their, location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance climate change event.
2. Provision of half drain down times within 24 hours
3. Provision of above ground features as such permeable paving in areas of hardstanding.
4. Details regarding any areas of informal flooding (events those exceeding 1 in 30 year rainfall event), this should be shown on a plan with estimated extents and depths.
5. Details of final exceedance routes, including those for an event which exceeds to 1:100 + cc rainfall event. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

10. Energy and sustainability statement

Prior to the commencement of the development, a pre-construction energy and sustainability statement to be submitted to and approved in writing by the LPA. All measures set out shall be implemented in accordance with the approved plans.

Reason: To ensure that the development is energy efficient and minimises energy use.

11. Archaeology WSI

- **A** 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 for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation.
5. Provision to be made for archive deposition of the analysis and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

B 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 (A).

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

Reason: To ensure that the appropriate site investigation relating to potential archaeological remains are investigated on this site prior to the implementation of the planning permission.

12. Tree protection

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.

13. Tree protection

Any tree felled, lopped, topped, uprooted, removed or otherwise destroyed or killed contrary to the provisions of the tree retention condition above shall be replaced during the same or next planting season with another tree of a size and species as agreed in writing with the Local Planning Authority, unless the Authority agrees in writing to dispense with this requirement.

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

14. Permitted development rights revocation

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended no development as set out in Classes A, B, C, E and F 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 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.

Proactive Statement

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant at the pre-application stage and 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)

AN1) The Public Right of Way(s) should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. Safe passage past the site should be maintained at all times for the public using this route. 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 the Highway Authority. No materials shall be stored or left on the Highway including Highway verges. If the above conditions cannot reasonably be achieved, then a Temporary Traffic Regulation Order (TTRO) would be required to close the affected route and divert users for any periods necessary to allow works to proceed, for which a fee would be payable to Hertfordshire County Council. Further information is available via the County Council website at <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rightsof-way/rights-of-way.aspx> or by contacting Rights of Way, Hertfordshire County Council on 0300 123 4047.

AN2) Obstruction of highway: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN3) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN4) Avoidance of surface water discharge onto the highway: The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.

AN5) Works within the highway (section 278): The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

Prior Consent under The Control of Pollution Act 1974

Under Section 61 of COPA 74', developers and their contractors may apply for 'prior consent' for noise-generating activities during construction work. The application must contain the details of the works to be carried out, the methods by which they are to be carried out, and the steps proposed to minimise noise resulting from the works. The Council may also attach conditions to the consent and limit its duration. Applications for prior consent must be received at least 28 days prior to the commencement of works and should be submitted NHDC.

Permitted hours for building work

Construction and demolition works and associated activities at the development, audible beyond the boundary of the site should not be carried out other than between the hours of 0800 - 1800hrs Mondays to Fridays and 0800 - 1300hrs on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed with the Environmental Health Officer.

Notification to neighbours of demolition/ building works

At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works should be made available for enquiries and complaints for the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.

Dust

Best Practicable Means (BPM) should be used in controlling dust emissions, in accordance with the Supplementary Planning Guidance on The Control of Dust and Emissions from Construction and Demolition.

Dark smoke and nuisance

No waste materials should be burnt on site of the development hereby approved.

Noise and Vibration from demolition, piling, concrete crushing, drilling, excavating, etc.
Best Practicable Means (BPM) should be used, including low vibration methods and silenced equipment and machinery, in accordance with the Approved Codes of Practice of BS5228:2009 for noise and vibration control on construction and open sites.

Appendices

None