

<u>Location:</u>	<b>Land At Milksey Lane Graveley Hertfordshire</b>
<u>Applicant:</u>	<b>Mr Paul Smith</b>
<u>Proposal:</u>	<b>Residential development comprising of 4 detached, 2 link detached and 4 semi-detached dwellings with detached garages and provision of new vehicular and pedestrian access off of High Street (as amended by plans received 4/4/23)</b>
<u>Ref. No:</u>	17/04017/FP
<u>Officer:</u>	<b>Tom Rea</b>

**Date of expiry of statutory period:** 13.02.18

**Submitted Plan Nos:** SMI/170/2G; SMI/17/06C; SMI/17/03A; SMI17/05A; SMI/17/04A; SMI/17/08D; TS17-230S/1

**Extension of statutory period:** 30.11.23

**Reason for referral to Committee:** Residential development on a site in excess of 0.5 hectares

## 1.0 **Site History**

- 1.1 There is no directly relevant planning history on this site however the following nearby planning applications are of relevance:

Land and stables at Milksey Lane

20/01437/FP: Change of Use of existing hay barn to one 3-bed residential dwelling include insertion of front and rear rooflights and alterations to fenestration (as amended by drawing nos. 03A -& 05A). Grated planning permission 25.11.20. This permission expires in November 2023.

23/00186/FP: Residential development comprising of 26 dwellings including creation of vehicular access off High Street and associated parking, drainage, landscaping and amenity space. Not yet determined by the LPA.

## 2.0 **Relevant Planning Policies**

### 2.1 **North Herts Local Plan 2011 - 2031**

- 2.2 Policy SP1: Sustainable development in North Hertfordshire  
 Policy SP2: Settlement Hierarchy and Spatial Distribution  
 Policy SP6: Sustainable Transport  
 Policy SP7: Infrastructure requirements and developer contributions  
 Policy SP8: Housing

Policy SP9: Design and Sustainability  
Policy SP12: Green Infrastructure, landscape and biodiversity  
Policy SP13: Historic Environment  
Policy T1: Assessment of Transport matters  
Policy T2: Parking  
Policy HS3: Housing mix  
Policy D1: Sustainable Design  
Policy D3: Protecting living conditions  
Policy D4: Air Quality  
Policy NE2: Landscape  
Policy NE4: Biodiversity and geological sites  
Policy NE7: Reducing flood risk  
Policy NE11: Contaminated land  
Policy HE1: Designated heritage assets  
Policy HE4: Archaeology  
Policy IMR1: Five Year Housing Land Supply  
Policy IMR2: Local plan early review

Policy GR1: Land at Milksey Lane

### 2.3 National Planning Policy Framework 2023

Section 2: Achieving sustainable development  
Section 5: Delivering a sufficient supply of homes  
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  
Section 16: Conserving and enhancing the historic environment

### 2.4 Supplementary Planning Documents

Vehicle Parking Standards at new development (2011) plus Appendix 4 of the Local Plan. Design Supplementary Planning Document

2.5 Currently there is no Made Neighbourhood Plan for Graveley Parish

### 3.0 **Representations**

#### 3.1 Graveley Parish Council:

Advises 'No objection' and a request to maintain the tree line to this planning application (to be submitted to NHDC).

The Parish Council have requested that consideration be given to various local infrastructure projects within the village to be funded through Section 106 contributions.

#### 3.2 Lead Local Flood Authority

Maintains an objection in the absence of an acceptable Flood Risk Assessment & Drainage Strategy.

#### 3.3 Local Highway Authority

Raises concerns on a number of matters including:

- The question of the sustainability of a residential development on the site
- The geometry of the access road and access point onto High Street
- Footpath connections and cycle provision.

The Highway Authority have also requested 'Strand 2' financial contributions towards improving pedestrian connectivity and connections for cycle routes in the area.

3.4 NHDC Conservation officer

Any formal comments will be reported at the meeting.

3.5 NHDC Waste Manager

Offers general advice with regard to waste storage and collection arrangements including access.

3.6 HCC Waste and Minerals team

Advises that the site is not within the 'Sand and Gravel Belt' as identified in HCC's Minerals Local Plan 2002 – 2016 but encourages the opportunistic use of sand and gravel deposits.

Requests the imposition of a Site Waste Management Plan condition.

3.7 Hertfordshire County Council Historic Environment Advisor:

Recommends an archaeological geophysical survey and trial trenching evaluation be carried out prior to the determination of the planning application.

3.8 NHDC Environmental Heath team:

Air Quality officer – Requests an Electric Vehicle Recharging Infrastructure condition and informative

Noise and Other nuisances officer – Raises no objections.

Contamination officer - Requests a land contamination condition.

3.9 Hertfordshire County Council Growth & Infrastructure team

Requests financial contributions towards the following services:

- Primary education
- Secondary education
- Childcare services
- Library service
- Special Educational Needs and Disabilities
- Waste services
- Youth services

3.10 HCC Water Officer:

Requests a condition for the provision and installation of fire hydrants to ensure adequate water supplies are available for use in the event of an emergency.

3.11 Hertfordshire Ecology

Acknowledges the submission of the Preliminary Ecological Assessment. Requires further bat survey of stable block and recommends bio-diversity net gain calculation. (Documents submitted and awaiting further response).

### 3.12 Site Notice, Press advertisement and Adjoining residents

Comments have been received from several local residents. Full comments can be seen on the web site. The comments can be summarised as follows:

- Contrary to Green Belt policy
- Affordable housing required due to permission ref: 20/01437/FP
- Detrimental environmental impact
- Loss of light and blight to nearby property
- Adverse visual impact
- Additional traffic and environmental pollution
- Will set a precedent for further development nearby
- Will adversely affect water pressure.

## 4.0 Planning Considerations

### 4.1 **Site and Surroundings**

4.2 The application site comprises an irregular shaped piece of land of approximately 1.38 hectares located on the north side of Graveley village bounded the High Street to the east, Bridleway 21 to the west and Milksey Lane to the south. To the north the site abuts land containing several stables and a barn which are set back from Graveley Lane. The application site itself is mainly open in character and includes a large U-shaped stable block with associated paddock land. There are several small timber / metal storage buildings close to the stable block. Several lengths of post and wire fencing cross the land. The site is largely screened from the surrounding roads and footpath by mature trees and hedgerows and there is a significant fall in levels across the site from north to south. More recently, several diseased / rotten trees have been removed along the southwestern boundary for safety reasons due to their proximity to the adjacent footpath / bridleway.

4.3 Following the adoption of the Local Plan 2011 – 2031 the village of Graveley is designated a Category 'A' village and the whole of the site falls within the village boundary. The site as well as the separate parcel of land to the north comprising several stables and agricultural storage barn have been allocated as a housing site for approximately 8 dwellings (GR1 – Land at Milksey Lane). The site the subject of this application accounts for approximately 80% of the land allocated as GR1.

4.4 The southern tip of the application site (comprising about 10% of the total site area) lies within the Graveley Conservation Area. The nearest listed buildings are located approximately 140m to the south (Fife House, The White House and Nos 24 – 28 High Street). Graveley House to the south and No. 48 on the east side of the High Street are non-designated buildings which are considered to make a positive contribution to the character and appearance of the Graveley Conservation Area.

4.5 The western boundary of the site abuts a bridleway (Graveley 021) which then links with Bridleway 024 heading south into the village and the public footpath Gravelly 018 which runs along the southern boundary of the site and terminates at the junction with High Street. Gravelly High Street is a classified road (B197).

4.6 The application site is within Flood Zone 1 (low probability of flooding) as indicated on the GOV.UK Flood Map for planning.

#### 4.7 **Proposal**

4.8 This detailed application seeks permission for the redevelopment of the site with the erection of 10 dwellings with associated private amenity space and other green space, parking and landscaping with new vehicular access from High Street.

4.9 The proposal would comprise four semi-detached 3-bedroom dwellings, 4 detached 5-bedroom dwellings and two link detached 5-bedroom dwellings. The development would be accessed from High Street via new 5.5 m wide access road including footpath and bell mouth entrance feature. The internal access road would follow a northerly alignment through the site serving 6 of the houses before terminating with a turning head. Beyond this a private drive would serve the remaining four units.

4.10 The semi-detached dwellings would be two storeys with hipped roofs whilst the detached and link detached units would have a lower eaves line with the first-floor accommodation within the gabled roof space. The main external materials would be brick plinth facing brick, dark stained timber boarding for the elevations and Redland Cambrian slates for the roofs. Garages are provided for all of the dwellings with at least two car parking spaces each plus two visitor parking spaces provided off the access road.

4.11 The application includes indicative landscaping plan across the site with two main belts of new tree planting (across the centre of the site and along the northern boundary) and the provision of two areas of green space the larger section comprising a wildflower meadow. All trees around the site boundaries are to be retained.

#### 4.12 **Key Issues**

##### 4.13 The principle of development

4.14 The site is allocated for housing in the North Hertfordshire Local Plan 2011- 2031 under Policy GR1. Following adoption of the plan the site has been removed from the Green Belt and become part of the Category 'A' village boundary of Graveley. Site GR1 is allocated for the provision of approximately 8 dwellings although it should be noted that the site the subject of this planning application accounts for approximately 85% of the GR1 allocation with a strip of land between the northern boundary of the site and Graveley Lane falling outside of the application site.

4.15 Policy GR1 sets out the following site-specific criteria:

- Sensitive design to minimise impacts upon Graveley Conservation Area
- Archaeological survey to be completed prior to development
- Maintain Public Right of Way (Graveley 018) through the site.

4.16 The above criteria will be covered in more detail in this report, however briefly the proposals address the criteria in the following way:

##### Impact on Graveley Conservation Area

Only a relatively small section of the site is within the Graveley CA. That said, the scheme has been re-designed since its original submission to reflect the location of the site partly within and partly adjacent to the CA with a development that is more sympathetic to the semi-rural location focussing on a more barn-like architectural approach using traditional

roof forms and materials. There is a greater mix of dwelling styles and sizes and a more informal layout which is reflective of the historic village character.

#### Archaeological survey

An archaeological geo-physical survey has been commissioned and the results will be available prior to determination of the application. It is expected that archaeological conditions will be required by the Historic Environment officer at HCC.

#### Public Right of Way 018

The application site excludes the public footpath and does not encroach into it and therefore its width and alignment will be maintained as it is currently.

- 4.17 The proposal is for 10 dwellings which represents an increase of 20% on the dwelling estimate for the site in Policy GR1. Footnote 33 to Policy SP2 (Settlement Hierarchy and Spatial Distribution) states:

*'The figures shown in this policy for individual settlements are the total of planned, permitted and completed development for the period 2011-2031. These figures are not a target and do not necessarily represent the maximum number of new homes that will be built.'*

Even though all of the GR1 allocation is not involved in this proposal I consider that a 20% increase on the dwelling estimate (i.e. two additional dwellings) is not unreasonable and is reflective of other applications in the district where increases on the dwelling estimate for allocated sites in the LP has been accepted by the Local Planning Authority when determining planning applications. The key issue is whether the quantum of development for any development is appropriate given the specific circumstances of a site and it is a matter of judgement as to whether a particular scheme would or would not, as a result of its density, be harmful to the character and appearance of an area.

- 4.18 The Planning Inspectorate's Report on the Examination of the North Hertfordshire Local Plan 2011 – 2031 provides the Inspector's view on the suitability of site GR1 for development. In paragraph 396 of the report, after considering the larger sites north of Stevenage, the Inspector states:

*'Site GR1 is clearly of a wholly different scale to these. It consists of a stable yard, equestrian buildings and a riding arena. While the site itself is quite open, it is reasonably well enclosed in the landscape, largely as a result of the high trees around its boundaries. The Green Belt Review Update concludes that the new homes proposed on it would lead to moderate Green Belt harm. In my view, the Green Belt impacts would be moderate at most, and the trees and other vegetation present will ensure that these effects are ameliorated as much as is reasonably possible.'*

- 4.19 In summary on the on the principle of development, it is considered that the proposal would generally be in accordance with the Local Plan including site specific policies contained in Policy GR1 and Policy SP2 with regard to the general location and amount of development.

#### 4.20 Impact of the development on the character and appearance of the area

- 4.21 Paragraph 130 of the National Planning Policy Framework seeks to ensure that developments:

a. *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*

- b. *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
  - c. *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
  - d. *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
  - e. *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
  - f. *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users<sup>49</sup>; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*
- 4.22 Policy D1 of the Local Plan ('Sustainable Design') provides more detailed advice on the criteria for acceptable development advising that development should '*respond positively to the site's local context*' and enhances its surroundings.
- 4.23 The site is within a semi-rural setting at the northern end of the village of Graveley however there is some development opposite the site on the east side of High Street with a loose knit collection of detached dwellings and there are some agricultural / equine buildings to the north. The site is well contained by the High Street, Graveley Lane and the public footpath / bridleway that abut the western and southern boundaries. A key feature of the site is the existence of mature trees and hedgerows that surround the site and this adds to the generally verdant and rural character. The built form of the proposed development occupies almost exclusively the open paddock area in the middle of the site and maintains, with the exception of the proposed new vehicular access point the well landscaped boundaries of the site.
- 4.24. The density of the proposed development will be relatively low at around 7.4 dwellings per hectare. This reflects the semi-rural location and allows for significant spacings between dwellings and retention of boundary vegetation.
- 4.25 The vehicular entrance into the site will necessitate some removal of the trees and embankment above the pavement level along High Street and a reduction in ground levels to allow for a 1:20 gradient for the access. This will open up views into part of the site. However, these views would be limited to the first part of the access and the two pairs of semi-detached dwellings. Plots 6 & 7 would be most visible with plots 4 & 5 set further back into the site. The remainder of the development would be set on higher ground and set back from the site boundaries screened by the boundary vegetation.
- 4.26 Apart from the vehicular and pedestrian access point there would be no development facing onto High Street. Plots 6 & 7 are angled so that they face onto the internal access road and plots 8, 9 & 10 are set into the site well above pavement level with their gardens forming a buffer between the built development and the eastern High Street boundary. Given the rising embankment above pavement level and the set back of the proposed houses into the site it is considered that the development would have limited impact on motorists and pedestrians passing the site.

- 4.27 In terms of how the development will be experienced from the bridleway, public footpath and byway there would be glimpsed views through the fairly consistent boundary vegetation from Bridleway 21 but more open views of the site from a large part of Footpath 018 and to a lesser extent from Byway 024 where there is less boundary vegetation. However the low density of the scheme and the significant gaps between the dwellings together with the generous gardens buffering the built form of the development from the site boundaries helps to minimise the visual impact of the development as observed from the rights of way. Additional planting, particularly along the Footpath 018 boundary would assist in filtering views of the development from the footpath and byway maintaining the rural enjoyment of the route by users.
- 4.28 Plots 4, 5, 6 & 7 would be two storey dwellings with traditional features such as hipped roofs with grey slates, exposed rafter feet, timber cladding, timber windows and stock brickwork plinths. These dwellings are generally modest in footprint and scale. Each of these dwellings would have a front garden with garages sited to the side of each house leaving an open, well landscaped frontage. This group of dwellings would be the most visible part of the development to public views from outside of the site however their traditional design features, limited number and spacious well landscaped setting would provide for an attractive and aesthetically visibly pleasing form of development.
- 4.29 Plots 4, 5, 6 & 7 are of a similar design as Plots 1, 2 & 3 and all face onto the access road in a small cul-de-sac arrangement. These plots are set in from the site boundaries to allow for a landscaped buffer around the site. The overall density is approximately 7.4 dwellings per hectare which reflects the edge of village location of the site and there are significant gaps between the dwellings to allow for through views across the site. All of the dwellings are generally modest in footprint and floor area and the overall scale, form and appearance of the dwellings is appropriate to this rural setting.
- 4.30 Plots 1, 2, 3, 8, 9 & 10 are located further into the site and arranged around a shared courtyard reminiscent of a farmstead layout. This group of dwellings will have lower eaves height but the same external materials as plots 4, 5, 6 & 7. The gabled roof form and projecting gables provide a barn like appearance appropriate to this rural setting. This part of the site will be well screened from public views by existing and proposed vegetation. The generous gardens will also act as landscaped buffers between the built form and the site boundaries.
- 4.31 The topography of the site is such that there is a marked slope upwards from the southernmost tip to the northern boundary (from +102 to +109). The site section drawing SMI/17/08C illustrates how the change in levels is accommodated across the site. The majority of ground level reduction is to allow the access road to be provided within the 1:20 gradient specified by the highway authority. If permission is granted a condition is recommended to require final details of finished floor levels, ridge and eaves heights of all of the proposed buildings.
- 4.32 Apart from the site entrance, the access road, together with the parking and garages off it, are well screened within the centre of the development. The main part of the access road and turning head is framed by Plots 4, 5, 6 & 7 and open space. The landscaped setting and low density of development around the access provides for a pleasant approach into the site appropriate for this small-scale development and rural location. With the exception of the necessary access road there is very little tarmacked hard surfacing across the site.
- 4.33 Clearly with the allocation of the site for housing under Policy GR1 the character and appearance of the site once developed will change. However, the proposed revised layout and house designs has produced a more bespoke form of development that can



assimilate and integrate well with the particular characteristics of this site and its surroundings.

4.34 In summary, taking into account all of the above features of the development and having regard to the surroundings of the existing site, I consider that the development would be consistent with the guidelines in the NPPF requiring high quality and inclusive design and be consistent with Policies SP9 and D1 of the Local Plan which require new development to be well designed and located and to respond to its local context.

4.35 Impact on Heritage Assets

4.36 Paragraph 199 of the National Planning Policy Framework (the Framework) advises that when considering the impacts on the significance of a designated heritage asset, great weight should be given to the asset's conservation. In addition, section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act) requires decision makers to have special regard to the desirability of preserving listed buildings or their settings or any features of special architectural or historic interest possessed. Furthermore, section 72(1) of the Act requires that special attention be paid to the desirability of preserving or enhancing the character or appearance of conservation areas. Policy HE1 of the Local Plan and paragraph 195 of the NPPF requires Local Authorities to take account of development affecting the setting of a heritage asset.

4.37 The Graveley Conservation area has two distinct character areas – the western part centred on the High Street and the eastern part centred around the Church of St. Mary with both areas linked by Church Lane. The western character area is dominated by the wide High Street and the generally linear pattern of development along it. The wide High Street provides open and distant views through the character area and demonstrates a wide range of architectural styles. The special interest and significance of the CA is derived largely from the quality, range and variety of the historic buildings within it. The rural character of the village, particularly the eastern side, is a key factor which is evident from the form and loose knit pattern of development in that area together with the presence of traditionally constructed vernacular residential properties, agricultural buildings, a high proportion of greenery and views of the countryside.

4.38 As required by the NPPF the applicant has submitted a Planning & Heritage statement which addresses the impact of the development on the Graveley CA. It concludes:

*'The proposed development of the application site would not cause any harm to the green coded trees along the south-eastern side of the site, which lie to the south of the proposed access into the development, nor impact upon the arrowed view southwards of the junction. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. In this case the proposed development would not impact upon the ability to appreciate the setting of this part of The Conservation Area, having a neutral affect.'*

4.39 Only a relatively small portion of the southern tip of the application site is within the Graveley Conservation Area and the boundary of the CA as it crosses the site does not follow any defined features on the ground. This southerly part of the site within the CA is framed by trees and post and rail fencing along the High Street and Milksey Lane boundaries. The land falls towards the junction with High Street. There will be no built development within the CA part of the site – this area will remain open as part of the garden to Plot 7.

- 4.40 The Graveley Conservation Area Character statement (GCACS) identifies a narrow length of trees between the site and the High Street footpath as being 'Significant areas of trees'. The identified tree belt lies outside of the application site and is not proposed to be removed or affected by the proposed development.
- 4.41 The GCACS also identifies key views throughout the CA the nearest being KV2 'Driveway to 48 High Street looking south along High Street'. The application site is north of this viewpoint and does not affect the KV2 vista southwards.
- 4.42 Approximately 130 m to the south of the application site are a collection of Grade II listed buildings comprising Nos 24, 26 and 28 High Street and The White House and Fife House and linked outbuildings. As noted on the various listed descriptions the significance of these heritage assets lies wholly with the buildings and structures themselves, either individually or as group value (in the case of Nos 24 – 28), deriving their heritage significance mainly from the evidential value of their historic fabric rather than their curtilage or wider area around them. None of these buildings rely on the application site for their special interest and there is no historical or functional association with the application site.
- 4.43 The Church of St. Mary is over 350 m to the east, separated by several fields and located adjacent farm buildings. Whilst this building is of substantial significance given its Grade I status, the proposed development would have no significant impact on the historic character or setting of the church given its distance from the application site and the separation provided by the intervening open agricultural land and dwellings west of the church.
- 4.44 In terms of non-designated heritage assets, No. 48 opposite the site and Graveley House to the south are both identified in the GCACS as buildings that contribute to the character of the CA. The proposed development does not directly affect these buildings or their setting. No. 48 High Street is the nearest non-designated heritage asset to the site although separated by the wide B197 High Street. The access to this property is further south so there would be no interference in that regard. The main aspect of No. 48 is north / south whilst the development site is to the west. The eastern side of the highway contains a continuous row of trees which provide a suitable buffer and screen from the development site itself. As a result of all these factors it is unlikely that there would be any demonstrable harm to No. 48 as a non-designated heritage asset.
- 4.45 In terms of design I consider a barn-like approach together with hipped and gabled roof forms with conservation style rooflights, timber cladding and brick plinths would be in keeping in this rural setting and not dissimilar to the form and materials used on other buildings at the periphery of the village for example at the nearby Grade II listed barns at Graveley Bury, Church Lane. The proposed development has some variation in design reflective of the wide range of architectural styles in the village in that Plots 4, 5, 6 & 7 form two pairs of hipped dwellings with the remaining plots with gable roofs with front projecting gables and there are 3 different garage designs. All of the external materials, as well as hardsurfacing, can be controlled by condition to ensure the highest standard of finish appropriate to the context of the site.
- 4.46 There is no formal identification in the GCACS of the small part of the CA within the site as an important space but this does not mean that it is not a positive feature of the conservation area. Nonetheless, the absence in the scheme of any built development in the CA part of the site ensures that its contribution to the special character of the CA remains. Overall, it is considered that the scheme will be compliant with the bullet point in Policy GR1 which states 'sensitive design to minimise impacts upon Graveley Conservation Area'.

- 4.47 The proposed development is immediately adjacent to an Area of Archaeological Significance which includes the historic core of Graveley and the Church of St. Mary to the east. The historic environment officer at Herts County Council advises that remains from the Roman or late prehistoric periods will survive below ground due to the minimal development of the site to date and has therefore requested a geophysical survey and trial trenching evaluation to be carried out prior to the determination of the application. A geophysical survey has been prepared and the further comments of the historic environment officer are awaited. The County Council has recommended archaeological conditions in connection with an undetermined planning application for residential development immediately to the south therefore it is expected that similar conditions will be required in this case.
- 4.48 Having regard to the above factors I consider that the proposed development, once fully completed and landscaped, would have limited impact on the special character of the Conservation Area and a neutral impact on the nearest listed buildings. Heritage assets of archaeological interest can be protected through appropriately worded planning conditions. Paragraph 202 of the Framework states that where a proposal would lead to less than substantial harm to the significance of a designated heritage asset this harm should be weighed against the public benefits of the proposal, including securing its optimal viable use. This issue is addressed in the planning balance below however in overall conclusion on the impact on heritage assets it is considered that, taking into account the allocation of the site for housing in the Local Plan, the proposed development has potential to make a positive contribution to local character and distinctiveness consistent with Paragraph 197 of the Framework.
- 4.49 Highways, parking and rights of way
- 4.50 The main vehicular and pedestrian access to the site is proposed via a 5.5m wide carriageway off the B197 High Street approximately 55m north of the Milksey Lane junction. The B197 is subject to a 30mph speed limit in the vicinity of the site. The application is accompanied by a Transport statement and supplementary transport note in addition to a Road Safety Audit (RSA).
- 4.51 With regard to the access point, the visibility has been designed to be in accordance with Manual for Streets 2 (MfS) and the Design Manual for Roads and Bridges. The submitted RSA has identified two concerns – sight stopping distances and dropped kerbs. These issues are addressed in the TN and can be resolved in through a detailed design process as part of a Highways Section 278 Agreement.
- 4.52 Traffic generation has been calculated using the TRICS database and this indicates that the development of 10 dwellings would result in 5 vehicle movements during the AM peak hour and 6 vehicle movements during the PM peak hour with 53 movements daily. The TS concludes that these levels traffic can easily be accommodated by the proposed site access and are not expected to significantly affect the local highway network.
- 4.53 The Highway Authority (HA) has requested that permission is not granted until several outstanding matters of concern are addressed. A revised Technical Note has been received from the applicant's consultants covering these issue and further comments are awaited from the Highway Authority.
- 4.54 The HA has raised concerns about the sustainability of the site for residential development. This is not a credible position. Site GR1 has been sustainability tested as part of its allocation for housing in the Local Plan. The Local Plan Inspector raised no concerns over the site's allocation for housing in the Local Plan Examination Report. Furthermore, the site is located within a Category 'A' village where general development will be allowed under Policy SP2. There is direct footpath access into the village as well

as a link to the National cycle route 12 which runs past the site. The village contains a primary school and other facilities and has a half hourly bus service during the week to Letchworth and Stevenage. The Coreys Mill neighbourhood area to the south containing Lister Hospital, secondary school, bus terminal and supermarket is around 10 minutes cycling distance via safe off-road cycle routes or within 5-10 minutes by bus or 3 minutes by car. In view of all of the above factors, the concerns of the HA in respect of the overall sustainability of the site for residential development should not be given any weight.

- 4.55 Each dwelling would access to a garage and parking spaces and two visitor parking spaces are proposed as required by the Council's Car Parking Standards document (Appendix 4 of the Local Plan). The garages are oversized to ensure sufficient room for cycle and scooter storage.
- 4.56 Policy GR1 requires the maintenance of public right of way Graveley 018 through the site. The route of footpath 018 is around the western and southern periphery of the site and is therefore not directly affected. To increase the permeability of the site however and to encourage use of the public footpath and cycleway network a direct link to Bridleway 021 is proposed along the western boundary.
- 4.57 Whilst there are some outstanding highway matters, it is considered that these can be resolved through planning conditions and the required S278 highways agreement. Paragraph 111 of the Framework states that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'. This site is allocated for housing in the local plan and given the limited scale of the development it is unlikely that there would be any unacceptable and/or severe highway impacts.
- 4.58 In light of the above, it is recommended therefore that should the Planning Committee be minded to grant planning permission subject to the S106, the resolution should also be subject to the resolution of the highway matters and any conditions requested by the HA.
- 4.59 Living conditions
- 4.60 In terms of existing residents, whilst the proposed development would be visible it is not envisaged that there would be any direct impact on local residents. Matters of construction noise etc can be dealt with via a Construction Management condition.
- 4.61 Each of the dwellings would meet the minimum space standards required by the Government document 'Technical housing standards – nationally described space standard' (2015) and garden sizes for each of the dwellings would be proportionate to the size of each dwelling.
- 4.62 Environmental matters
- 4.63 The site is located within Flood Risk Zone 1 which is considered to be at very low risk to fluvial and surface water flooding. A Flood Risk assessment (FRA) has been submitted as part of the application which concludes that on-site and off-site flood risks to the proposed development and the local area can be reduced and managed appropriately.
- 4.64 The LLFA has objected to the application and requested additional information with regard to several matters. A survey has been undertaken of the existing sewer and the results and amended FRA will be provided to the LLFA for additional comments. It is recommended that any resolution to grant permission is subject to the concerns of the

LLFA being resolved together with any conditions required by the LLFA.

- 4.65 The application is supported by a Preliminary Ecological Appraisal and an Ecology Note in response to a request for further information from Hertfordshire Ecology. The site is not a designated local wildlife site and there are no statutory wildlife designations nearby.
- 4.66 The submitted Ecology Note addresses the outstanding information required by Hertfordshire Ecology and a further response is awaited. If planning permission were to be granted then it is recommended that permission is conditioned so that the development is carried out in accordance with the recommendations and mitigation measures set out in the submitted Ecology Note in respect of the remaining buildings and habitat on the site and various mitigation recommendations.
- 4.67 The application is also supported by a Biodiversity Net Gain Feasibility report that states that there would be a biodiversity net gain of 0.05 Biodiversity Units equivalent to +0.87% subject to a new area of mixed scrub being planted within the site to mitigate against the loss of scrub and trees. This can be secured as part of a detailed landscaping scheme. The net gains in biodiversity, although small, meet the current requirements of the NPPF and Policy NE4 of the Local Plan. Policy NE4 requires new development to achieve 12m buffers of complimentary habitat around trees and hedgerows. The revised layout will generally achieve this aspiration through concentrating the majority of the development in the centre of the site away from the existing boundary trees and vegetation.
- 4.68 Matters relating to noise, land contamination and air quality can all be dealt with by planning conditions and/or informatives.
- 4.69 The application is not supported by an Energy assessment which may assess what carbon reducing or zero carbon measures could be incorporated into the scheme which could future proof the development against the challenge of climate change. Electric vehicle re-charging points in each dwelling would assist in this regard, however further details of the energy measures to be used in the development could be sought through condition and a suitable planning condition is recommended.
- 4.70 Archaeology
- 4.71 As mentioned above, the Historic Environment Advisor at the County Council has requested that an archaeological geophysical survey and trial trenching evaluation be carried out prior to determination of the application due to the high probability that remains from the Roman or late prehistoric periods will survive below ground due to the minimal development of the site to date. This work has been commissioned and the results will be available and reported to the Planning Committee meeting.
- 4.72 Evidence of a Roman road, running in a north-south direction, was discovered in trial trenching on the adjacent development site to the south the subject of planning application ref: 23/000186/FP and it is likely that remains of the road will also be present on the application site given its immediately adjacent location. The submitted archaeological statement on the adjoining site concluded that *'the archaeological remains recorded on site do not represent a constraint to development. In accordance with national and local planning policy, a requirement for mitigation excavation of the Roman road and its associated features, to be followed by post-excavation assessment, analysis, publication and archiving, could be secured by means of a condition on planning permission, should this be granted.'* The Historic Environment officer at HCC has agreed with this assessment and has recommended standard wording archaeological conditions. It is very likely that this would be the case with this current

application and therefore it is recommended that the same conditions are applied. Any further requirements of the Historic Environment advisor will be reported at the meeting.

#### 4.73 Planning Obligations

4.74 Planning obligations should only be sought for residential developments that are major development, which is defined in the National Planning Policy Framework as development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more and the number of dwellings is unknown. In this case planning obligations can legitimately be sought. The development proposal falls below the 11-unit threshold for requiring affordable housing as set out in Policy HS2 of the Local Plan.

4.75 The applicant has agreed the following financial contributions:

Element	Details	Justification
Waste collection and recycling (HCC)	£1,080 (indexed linked to BCIS 3Q2022) towards increasing the capacity of Stevenage Recycling Centre and/or provision serving the development	Herts County Council 'Guide to developer infrastructure contributions (July 2021)
Waste Service (HCC)	Transfer Station towards the new Northern Transfer Station and/or provision serving the development (£1,717 index linked to BCIS 3Q2022)	Herts County Council 'Guide to developer infrastructure contributions (July 2021)
Primary Education (HCC)	Towards the delivery of a new primary school in Stevenage and/or provision serving the development (£139,318 (which includes land costs of £2,632) index linked to BCIS 1Q2022)	Herts County Council 'Guide to developer infrastructure contributions (July 2021)
Secondary Education (HCC)	Towards the delivery of a new secondary school in Stevenage and/or provision serving the development (£142,186 (which includes land costs of £3,614) index linked to BCIS 1Q2022)	Herts County Council 'Guide to developer infrastructure contributions (July 2021)
Childcare service ages 0 - 2	Towards new childcare provision in Stevenage and/or provision serving the	Herts County Council 'Guide to developer infrastructure contributions (July 2021)

	development (£8,369 index linked to BCIS 1Q2022)	
Childcare service 5 - 11	Towards new childcare provision in Stevenage and/or provision serving the development (£149 index linked to BCIS 1Q2022)	Herts County Council 'Guide to developer infrastructure contributions (July 2021)
Special Educational Needs and Disabilities (SEND)	Towards the delivery of new Severe Learning Difficulty (SLD) special school places (EAST) and/or provision serving the development (£14,058 index linked to BCIS 1Q2022)	Herts County Council 'Guide to developer infrastructure contributions (July 2021)
Library Service	Towards the delivery of a new centre at Stevenage Library and/or provision serving the development (£3,823 index linked to BCIS 1Q2022)	Herts County Council 'Guide to developer infrastructure contributions (July 2021)
Youth Service	Towards the delivery of a new centre at Bowes Lyon Young People's Centre and/or provision serving the development (£3,968 index linked to BCIS 1Q2022)	Herts County Council 'Guide to developer infrastructure contributions (July 2021)
HCC Highways (Sustainable transport)	Strand 2 contribution involving an index linked sum of £6,826 per residential dwelling, i.e. an index-linked sum of £68,260	Herts County Council 'Guide to developer infrastructure contributions (July 2021)
Graveley Parish Council infrastructure improvements	Contribution of £6,300 (before indexation) to include the following projects: <ul style="list-style-type: none"> <li><input type="checkbox"/> Playground improvements</li> <li><input type="checkbox"/> Provision of railings around Graveley Pond, Pondsides</li> </ul>	NHDC Local Plan Policy SP7 ('Infrastructure requirements and developer contributions')
Management scheme	Scheme of provision, adoption and management of	Policy SP7 'Infrastructure requirements and developer contributions'

	landscaped areas and drainage infrastructure	
Monitoring fees	£340 for each distinct trigger point in S106 agreement	Herts County Council 'Guide to developer infrastructure contributions (July 2021)

4.76 Planning Balance

- 4.77 This site is allocated for residential development in the adopted local plan. The proposal meets the site-specific criteria for site GR1 and the proposal is in general conformity with Policy SP9. It is considered that the application is acceptable in principle.
- 4.78 Section 5 of the Framework seeks to significantly boost the supply of housing and identify opportunities for villages to grow and thrive (paragraph 79). This proposal would provide 10 dwellings which is a modest number in terms of the overall number being delivered through the Local Plan. However, it is an allocated housing site in the Local Plan and will therefore assist in meeting the district's housing needs. Significant weight can be attached to the delivery of housing.
- 4.79 The scheme by reason of its low height and scale and acceptable design and materials together with new landscaping once established, will enhance the natural and intrinsic beauty of the countryside. This improvement to the character and appearance of the area can be attributed moderate weight.
- 4.80 The development would result in some increase in traffic but this would not be significant. Sustainable transport contributions will assist in mitigating the highway impact of the development and encourage use of sustainable transport modes. Any harm arising from the highway impact of the development would be limited.
- 4.81 The proposal would provide a net biodiversity gain and moderate weight can be attached to this enhancement.
- 4.82 The proposal would provide a range of economic benefits including through construction and related services employment and additional spending in the local economy. However, these benefits would apply to any new housing in most locations and therefore limited weight can be given to this benefit.
- 4.83 There would be no harm to the Conservation Area or other heritage assets. Archaeological designated heritage assets can be protected by condition. This issue is neutral in the planning balance.
- 4.84 The proposal is subject to a number of financial contributions to mitigate against the impact of the development. The contributions will result in some relatively small improvements to local community facilities. Only limited weight can be attached to these benefits.
- 4.85 The proposal will result in some environmental disruption and harm during the construction process but this will be short term. Additional traffic will be generated which will add to congestion during peak periods however the submitted transport technical note demonstrates that additional traffic levels will be low and the submitted Road Safety Audit does not identify any serious road safety issues that cannot be mitigated by Section 278 highway works. These harms attract only limited weight in the planning balance.



4.86 There are no significant environmental harms that can be demonstrated and that cannot be mitigated by planning conditions. It is likely that concerns raised with regard to flood risk can be overcome through further discussion and agreement with the Lead Local Flood Authority over specific conditions. Overall, I consider that the benefits of housing provision outweigh any very limited environmental harms in terms of flood risk and highway safety and in the absence of any sound or clear-cut reasons to refuse development the recommendation is that planning permission should be granted subject to the recommendation set out below.

4.87 **Conclusion**

4.88 The proposed development is considered acceptable in planning terms.

4.89 **Pre-commencement conditions**

4.90 I can confirm that the applicant agrees 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 resolution of the flood risk and highway matters to the satisfaction of the Local Planning Authority with the imposition of additional planning conditions as necessary; and

b) The completion of a satisfactory Section 106 Legal Agreement and the applicant agreeing to extend the statutory period in order to complete the agreement if required; and

c) 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. 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 comply with Policy D1 of the Local Plan and to ensure that the development will have an acceptable appearance which does not detract from the appearance and character of the surrounding area.

4. 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. 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. 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. (a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past

land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.

(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then 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

(c) 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 (b), above; has been submitted to and approved by the Local Planning Authority.

(d) 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 (c) 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.

(e) Any contamination, other than that reported by virtue of condition (a) and (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. To comply with Policy D1 of the Local Plan.

8. 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 and number of integrated swift boxes and 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. To comply with Policy D1 of the Local Plan.

9. Prior to above ground construction works being commenced, an energy and sustainability statement shall be submitted to and approved in writing by the LPA. All measures shall be implemented and thereafter retained in accordance with the approved statement.

Reason: To ensure that the development is energy efficient and minimises energy use. To comply with Policy D1 of the Local Plan

10. 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 Approved Written Scheme of Investigation

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 comply with Policy HE4 of the Local Plan and 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

11. 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, and to comply with Policy NE2 of the North

Hertfordshire Local Plan 2011 to 2031.

12. 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, and to comply with Policy NE2 of the North Hertfordshire Local Plan 2011 to 2031.

13. No development above ground shall take place before a scheme of hard and soft landscaping and full details of all boundary treatment within the site and along the site boundaries, has been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be carried out in the first planting season following the completion of the development hereby approved. Any trees, shrubs or plants that die within a period of five years from the completion the development or are removed and/or become seriously damaged or diseased in that period, shall be replaced in the first available planting season with others of similar size and species.

To ensure satisfactory landscape treatment of the site which will enhance the character and appearance of the area and to comply with Policies NE2 and NE4 of the North Hertfordshire Local Plan 2011 – 2031.

14. No development shall take place before details of the proposed finished floor levels; ridge and eaves heights of the buildings hereby approved have been submitted to and approved in writing by the Local Planning Authority. The submitted levels details shall be measured against a fixed datum and shall show the existing and finished ground levels, eaves and ridge heights of surrounding property. The development shall be carried out as approved.

Reason: To ensure a satisfactory relationship between the various components of the development and between the site and adjoining land. To ensure that construction is carried out at a suitable level having regard to drainage, access, the appearance of the development, any trees or hedgerows and the amenities of neighbouring properties. To comply with Policies D1 and SP9 of the Local Plan.

15. The development hereby permitted shall be carried out in accordance with the recommendations and requirements for ecological protection as set out in the submitted Preliminary Ecological Appraisal and Ecology Note by Applied Ecology Ltd.

Reason: To comply with Policy SP2 and NE4 of the Local Plan and to conserve and enhance biodiversity in the interests of nature conservation.

16. Prior to the commencement of the development hereby permitted a scheme for the provision of fire hydrants shall be submitted to and approved in writing by the Local Planning Authority in consultation with Hertfordshire Fire and Rescue Service. The required hydrants shall be provided on site by the developer at no cost to the Hertfordshire County Council or Hertfordshire Fire & Rescue Service and maintained in perpetuity.

Reason: To comply with Policy SP7 of the Local Plan and to ensure adequate water supplies for use in the event of an emergency.

17. No development shall take place until a Site Waste Management Plan (SWMP) for the

site has been submitted to the Local Planning Authority and approved in consultation with the Waste Planning Authority. The SWMP should aim to reduce the amount of waste being produced on site and should contain information including estimated and actual types and amounts of waste removed from the site and where that waste is being taken to. The development shall be carried out in accordance with the approved SWMP.

Reason: To promote sustainable development and to ensure measures are in place to minimise waste generation and maximise the on-site and off-site reuse and recycling of waste materials, in accordance with Policy 12 of the Hertfordshire Waste Core Strategy and Development Management Policies Development Plan Document (2012).

18. Prior to the occupation of the development hereby permitted full details of the siting and design of the proposed ecological enhancements including any proposed bat boxes, owl boxes and wild bird (sparrow, swift and housemartin) boxes shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of nature conservation and to achieve bio-diversity net gain for the development in accordance with local plan policies SP12 and NE4 and the Environment Act 2021.

19. No dwelling hereby permitted shall be occupied unless and until an external lighting strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall be designed to minimise the potential adverse effects of external lighting on the amenity and biodiversity of the site and its immediate surroundings. The development shall be carried out in accordance with the approved details.

Reason: To comply with Policy SP12 and NE4 of the Local Plan and in the interests of biodiversity and local amenity.

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

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

21. No gates shall be provided across the access to the site.

Reason: In the interests of local visual amenity and to comply with Policy D1 of the North Hertfordshire Local Plan 2011 to 2031.

22. No dwelling shall be occupied until a scheme setting out details of all on-site household refuse and recycling storage and collection facilities (and including details of any enclosures or screening) to serve each dwelling have been submitted to and approved in writing by the local planning authority. The scheme shall also include arrangements for management of any other waste generated by the development. All such facilities shall be provided in accordance with the approved details prior to the first occupation of the corresponding dwellings and shall be maintained and retained thereafter.

Reason: To facilitate refuse and recycling collection. To protect the amenities of nearby residents and occupiers in the interests of visual amenity and to comply with Policies D1 and D3 of the North Hertfordshire Local Plan 2011-2031.

**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:****EV Charging Point Specification:**

A charging point shall be installed by an appropriately certified electrician/electrical contractor in accordance with the following specification. The necessary certification of electrical installation should be submitted as evidence of appropriate installation to meet the requirements of Part P of the most current Building Regulations. Cable and circuitry ratings should be of adequate size to ensure a minimum continuous current demand for the vehicle of 16A and a maximum demand of 32A (which is recommended for Eco developments).

- A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed termination point within a garage or an accessible enclosed termination point for future connection to an external charge point.
- The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF). This includes requirements such as ensuring the Charging Equipment integral protective device shall be at least Type A RCD (required to comply with BS EN 61851 Mode 3 charging).
- 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.
- A list of authorised installers (for the Government's Electric Vehicle Homecharge Scheme) can be found at <https://www.gov.uk/government/organisations/office-for-low-emission-vehicles>
- UK Government is intending to issue legislation in 2021 to require domestic EV charge points to be smart, thus we recommend that all charge points will be capable of smart charging, as detailed in UK Gov consultation response.