

<u>Location:</u>	<b>Holborn Farm Dane End Therfield Royston Hertfordshire SG8 9RH</b>
<u>Applicant:</u>	<b>Mr Brown</b>
<u>Proposal:</u>	<b>Conversion of existing barn into one 4-bed dwelling including extensions, detached car port, widening of existing vehicular access, associated landscaping and parking following demolition of existing stable extension, car port and lean-to structure. (as amended by plan nos 301_R1, 302_R2, 3010_R1 _ 313_R1)</b>
<u>Ref. No:</u>	23/01220/FP
<u>Officer:</u>	<b>Tom Rea</b>

**Date of expiry of statutory period:** 02/08/2023

**Extension of statutory period:** 12/04/2024

**Reason for Delay:**

Negotiations, amended plans and awaiting consultee responses and in order to present the application to an available committee meeting.

**Reason for Referral to Committee:**

In accordance with section 8.4.5 of the Council's Constitution

*"The Planning Control Committee shall determine: (c) any other planning application, application for advertisement consent, listed building consent or conservation area consent where: (i) a statutory consultee has submitted a written opinion contrary to the recommendation of the Service Director: Regulatory and which is a valid material planning consideration in the opinion of the Service Director: Regulatory;"*

The recommendation is contrary to the view of the Highway Authority, with details of such outlined in this report.

1.0 **Site History**

- 1.1 90/00434/1: Rear conservatory and pitched roof to two storey rear extension. Granted
- 1.2 99/01147/1LB: Replacement roofs on two stable blocks. Granted
- 1.3 21/03012/FPH: Single storey side extension following demolition of non-original side extension and non-original conservatory and external alterations. Granted

1.4 21/03013/LBC: Single storey side extension following demolition of non-original side extension and non-original conservatory. External and internal alterations. Granted

## 2.0 **Policies**

### 2.1 North Hertfordshire Local Plan 2011 – 2031

Policy SP1: Sustainable Development in North Hertfordshire  
Policy SP2: Settlement Hierarchy and Spatial Distribution  
Policy SP6: Sustainable Transport  
Policy SP8: Housing  
Policy SP9: Design and Sustainability  
Policy SP11: Natural Resources and Sustainability  
Policy SP13: Historic Environment  
Policy T1: Assessment of Transport Matters  
Policy T2: Parking  
Policy CGB1: Rural Areas beyond the Green Belt  
Policy CGB4: Existing buildings in the Rural Area Beyond the Green Belt  
Policy D1: Sustainable Design  
Policy D3: Protecting Living Conditions  
Policy D4: Air Quality  
Policy NE4: Biodiversity and Geological Sites  
Policy NE7: Reducing flood risk  
Policy NE8: Sustainable Drainage Systems  
Policy NE9: Water Quality and Environment  
Policy HE1: Designated Heritage Assets  
Policy HE3: Non-designated heritage assets Policy HE4: Archaeology

### 2.2 **National Planning Policy Framework (December 2023)**

Section 2: Achieving sustainable development  
Section 5: Delivering a sufficient supply of homes  
Section 8: Promoting healthy and safe communities  
Section 9: Promoting sustainable transport  
Section 11: Making effective use of land  
Section 12: Achieving well-designed and beautiful 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

#### **Neighbourhood Plan**

There is no 'made' Neighbourhood Plan for Therfield Parish

## 3.0 **Representations**

3.1 **Therfield Parish Council** : Advises no formal objection or comment

3.2 **Hertfordshire Highways**: Comments in relation to amended plans and supplementary transport note (February 2024) - 'The Highway Authority under the current submission cannot support the application because it has failed to demonstrate a satisfactory policy and design-led approach to provide safe and suitable access for all particularly pedestrians and cyclists, contrary to Hertfordshire's Local Transport Plan (LTP4) policies 5 and 6 and also contrary to the principles of sustainable development contained in the NPPF, therefore the proposals represent a risk to highway safety'.

- 3.3 **Environment Agency:** Advises no objections on flood risk grounds. Recommends an informative.
- 3.4 **NHDC Senior Ecologist :** Advises a condition concerning a protected species licence.
- 3.5 **NHDC Conservation officer:** Advises no objection recommendation. The scheme will satisfy the provisions of Sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the aims of Section 16 of the NPPF and Policy HE1 of the North Hertfordshire Local Plan 2011-2031. (Comments in relation to associated listed building application ref: 23/01221/LBC)
- 3.6 **NHDC Environmental Health:**  
Land contamination – Recommends a standard land contamination condition  
Air Quality – Recommends an EV condition and informative  
Noise/Nuisance – Recommends a construction informative
- 3.7 **Herts & Middx Wildlife Trust:** Recommends a licence condition.
- 3.8 **NHDC Waste Services :** Provides general advice on waste management and storage / collection arrangements
- 3.9 **Site Notice / Adjoining occupiers:** No responses received

#### 4.0 **Planning Considerations**

##### 4.1 **Site and Surroundings**

- 4.1.1 The application site is situated on the east side of Dane End within the grounds of Holborn Farm House, a Grade II listed building. The site consists of a Grade II listed barn and associated extensions and hardsurfaced area located immediately to the south of Holborn Farm House.
- 4.1.2 The site is not located within a Conservation Area but is within the Rural Area Beyond the Green Belt. The site is located approximately 1500m to the southeast of Therfield village centre and similar distance from the village of Reed.
- 4.1.3 The site is partially within Flood Zone 3 due to the proximity of a watercourse on the opposite side of Dane End to the application site.

##### 4.2 **Proposal**

- 4.2.1 The proposals, as amended, are for Full Planning Permission for the conversion of one barn to a dwelling house including the demolition of adjoining outbuildings at Holborn Barn, Holborn Farm.
- 4.2.2 The proposals include the demolition of adjoining buildings to the listed barn and the construction of a new single storey wing attached to the north elevation of the barn. Vehicular access would be via the existing access onto Dane End shared with Holborn Farmhouse.
- 4.2.3 The proposed dwelling would comprise 4 bedrooms, living area, kitchen/dining room and bathroom. The barn would have its own residential curtilage including garden area

created to the east and south. A car port would be constructed to the front of the barn to accommodate parking for two cars.

4.2.4 The proposed external materials for the barn conversion and extension are as follows:

- Clay plain tiled roof – refurbished
- Black painted timber cladding – refurbished
- Red brick – repointed in lime mortar and refurbished where required
- Timber framing
- Black painted timber cladding – refurbished and replaced where required
- Black corrugated metal cladding and black cappings
- Aluminium framed glazing
- Cast in situ concrete plinth

4.2.5 The application is supported by the following documents: -

- Planning Statement
- Design and access statement
- Heritage Impact Assessment
- Ecology Report and Bat Survey
- Tree Report
- Arboricultural Impact assessment
- Flood Risk assessment
- Transport Technical Note

### 4.3 Key Issues

4.3.1 The key issues for consideration are as follows:

- The Principle of Development
- The Impact on Designated Heritage Assets
- Sustainability
- Design and impact on the character and appearance of the area
- Living conditions and amenity of adjoining occupiers
- Landscaping and Ecology
- Highways, Access, and Parking
- Other Matters.

#### 4.3.2 Principle of development

4.3.3 The site is in the Rural Area beyond the Green Belt in the adopted Local Plan. Policy SP5 states the Council will operate a general policy of restraint in Rural Areas beyond the Green Belt through the application of additional detailed policies. These policies are CGB1 and CGB4. Part d) of CGB1 is considered applicable, as the proposal relates to existing rural buildings. Policy CGB4 states that planning permission for the re-use, replacement or extension of buildings in the Rural Area beyond the Green Belt will be granted provided that:

*b) Any existing building to be converted for re-use does not require major extension or reconstruction; c) The resultant building(s) do not have a materially greater impact on the openness, purposes or general policy aims of the Rural Area beyond the Green Belt than the original building(s); and d) Any outbuilding(s) are sited as close as possible to the main building(s) and visually subordinate to them.*

The proposal is considered to meet b), c) and d) above and therefore the proposed development is considered acceptable in principle

4.3.4 The impact on designated heritage assets

4.3.5 The heritage assets affected by this proposal are the barn itself (Grade II listed) and the adjacent Holborn Farmhouse (Grade II listed). The application is accompanied by a heritage statement and impact assessment.

4.3.6 The Heritage assessment sets out the historical significance of the barn to be converted and extended describing its evolution from a 5-bay threshing barn with further bays added due to increasing grain production on the farm. The requirements of the working farm necessitated further additions in the form of stables and shelter shed and lean-to. The barn has been greatly altered but large amounts of the eighteenth-century timber frame survive. The overall historical interest is given as moderate with low to moderate archaeological interest.

4.3.7 The assessment sets out the detailed proposals for the barn conversion and extension highlighting which parts of the barn have high significance (to be retained) and those parts which have low or neutral significance (to be removed). A full table is included in the assessment showing which elements are classed as minor and moderate positive and those proposals which are minor detrimental or neutral. Overall the principle and the detail design of the conversion and extension of the barn for residential use is considered consistent with good conservation practice.

4.3.8 The Council's Senior Conservation officer has assessed the proposals as follows:

*The proposals are not considered to have a negative impact on the setting of the Farmhouse and the replacement buildings will still give legibility to a farmstead setting.*

*The demolition of existing later additions and the conversion of the historic barn are supported. The stable extension, carport and lean-to structure are later additions and although attached to the historic barn are not in themselves of significance in terms of fabric and design.*

*The proposed replacement structures are designed to be subservient and in keeping in terms of design and materiality, although samples will be required (see condition).*

*The conversion barn is supported. Although there is some loss of historic fabric and a raising of the ridge these interventions are not considered sufficient to raise an objection.*

*The glazing of existing openings should include timber shutter doors to retain an agrarian appearance. It is noted that in drawing 310-PR north elevation the opening at 7 is glazed but no timber shuttering is proposed. This needs clarification/justification.*

*In addition the proposed new window opening for the bathroom should be reduced in size to a single window/rooflight again to avoid over domestication of this barn structure.*

*Internally the interventions are supportable as there is a high degree of reversibility and will not be attached to the historic timber structure. Further information is required on the proposed new floor in the barn and the method and materials for external insulation. (See condition)*

*Landscaping plans should avoid the use of timber fencing to delineate any new boundaries. The use of different hard landscaping materials is preferable.*

*The conversion should secure the long-term viability of the barn and that is of paramount importance and the current proposal with reference to above comments are considered to secure that requirement.*

- 4.3.9 In summary the Conservation officer supports the proposals subject to conditions on matters of details such as materials and landscaping.
- 4.3.10 Paragraph 205 of the Framework advises that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). In this case the proposal would remove 20<sup>th</sup> century additions to the original threshing barn that have been assessed in the heritage statement as having neutral and / or detracting significance. The removal of these elements are assessed as having between major and minor positive impact on the heritage significance of the historic barn. The more detailed alterations to the barn are assessed as having between a neutral or minor detrimental effect. The minor detrimental effects relate to new openings / rooflights and new doorways. Overall though the proposed conversion and extension works retain the important features of heritage significance of the listed barn.
- 4.3.11 Sustainability
- 4.3.12 The overarching purpose of the planning system is to contribute to achieving sustainable development, as stated in Section 2 of the NPPF. This is considered against the three objectives of sustainable development, the economic, social, and environmental objectives.
- 4.3.13 Firstly, in terms of the economic objective, the proposed development would see the delivery of jobs during the build/construction phase which is a modest benefit.
- 4.3.14 Secondly, in terms of the social objective, this would add an additional dwelling to the districts housing figures which could be delivered in a relatively short space of time, which is a modest benefit.
- 4.3.15 In terms of the environmental objective, it is acknowledged that future occupiers of this proposal would be reliant on private vehicles for the majority of their needs. This issue is covered in more detail in the section below on highway matters however the site is only a relatively short distance from two nearby category 'A' villages both of which have primary schools and some local facilities. Paragraph 83 of the Framework states that to promote sustainable development in rural areas housing should be located where it will enhance or maintain the vitality of rural communities. This proposal, in providing a residential use for a redundant building has the potential to meet this objective.
- 4.3.16 More importantly however the proposal would represent the optimal viable use of a heritage asset and would re-use a redundant building and enhance its setting thus meeting two of the bullet points of paragraph 84 of the Framework.
- 4.3.17 The proposal will incorporate sustainable building features, such as an EV charging point and a condition is recommended to secure other low carbon and energy reducing features in the construction and operational phase of the development. Overall, these environmental benefits are deemed appropriate relative to the scale of development proposed.

4.3.18 As such, it is considered that the proposal accords with the three strands of sustainability and attributed due weight in the planning balance.

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

4.3.20 Policy D1 of the Local Plan states that planning permission will be granted for development proposals that respond positively to the sites local context and create or enhance the public realm. Policy SP9 of the Local Plan further considers that new development will be supported where it is well designed and located and responds positively to its local context.

4.3.21 The proposal would result in the removal of non-original features attached to the historic barn and provide a sensitive refurbishment of the internal spaces maintaining where possible original spaces and timber framing. The new northern wing and car port are single storey with low roofs designed to be subservient to the host building respecting its original agricultural use and courtyard setting. The original form of the listed building would be clearly legible and enhanced with the removal of a significant footprint of unsympathetic 20<sup>th</sup> century additions. A combination of traditional and contemporary materials are proposed with the aim of creating a dwelling that compliments the vernacular of the listed building and sensitively differentiates old from new.

4.3.22 The barn is prominent in views from Dane End however the sensitive conversion and extension works will enhance its setting and maintain the rural character of the lane. Works to the exiting access are limited with only minor cutting back of the hedgerow to achieve adequate sightlines. The proposed development is therefore considered to respond positively to local context, in accordance with Policies SP9 and D1 of the Local Plan.

4.3.23 Living conditions and amenity of adjoining occupiers

4.3.24 Policy D1 of the Local Plan states that, amongst other things, development proposals should meet or exceed the nationally described space standards. Policy D3 of the Local Plan states that planning permission will be granted for development proposals which do not cause unacceptable harm to living conditions.

4.3.25 The proposal largely deals with alterations to an existing barn and replacing existing extensions with smaller low-rise additions. The use would be compatible with the adjoining residential use of Holborn Farm House and unlikely, given a single residential unit use, to result in any undue noise and disturbance to the occupiers of the Farm House. There are no other immediately adjoining neighbours that would be affected by the proposal. As such, the scheme will not give rise to any materially adverse impacts upon the reasonable living conditions and well-being of neighbouring properties. This is in accordance with Polices D1 and D3 of the Local Plan.

4.3.26 The proposed dwelling at approximately 290 sqm would exceed the minimum nationally described space standards for a 4 bedroom/8-person property (127 sqm), would have sizable rear private amenity space, and would see all habitable rooms achieve suitable levels of natural light. It is therefore my view that the proposal would not result in any harm to the reasonable living conditions and well-being of future occupiers.

#### 4.3.27 Landscaping and ecology

4.3.28 The detailed landscaping matters will be the subject of a landscaping scheme pre-commencement condition, which will consider which trees/hedgerows are to be retained and where new planting will be proposed to deliver measurable gains in biodiversity. This condition will also cover the boundary treatments that will create the new residential curtilage and subdivide the host and proposed properties.

4.3.29 The proposal is accompanied by a bat survey and emergence and bat activity survey. The surveys have shown three common pipistrelle *Pipistrellus pipistrellus* day roosts, and a Brown Long-Eared *Plecotus auratus* maternity roost with six individuals recorded. Mitigation and compensation for the disturbance to bats is provide for in the bat survey report and these include two types of bat boxes. A Natural England Protected Species Licence (NEPSL) is required and the applicant will be required to demonstrate that this has been obtained via a condition prior to any works starting on site.

4.3.30 This proposal is a 'small site' for the purposes of Biodiversity Net Gain (BNG), which does not come into force until April 2024. Therefore, the scheme does not need to provide a BNG of 10%. Instead, given the scale of development proposed, the suitably worded pre-commencement condition that covers a landscaping scheme, including the retention and provision of new landscaping where appropriate, would deliver net gains in biodiversity.

4.3.31 In view of the above there are considered to be no objections to the landscaping and ecology matters under this application, in accordance with Policy NE4 of the Local Plan.

#### 4.3.32 Highways, access and parking

4.3.33 Hertfordshire Highways have raised concerns with regard to this proposal in their updated comments received in February in response to the applicants Transport Note.

4.3.34 The Highway Authority's concerns can be summarised as follows:

- The site is not considered acceptable for intensification of use by residential development in such a location because it is not viable for access by non-car transport modes and is therefore contrary to all local and national policies and guidance's, in particular NPPF which seeks new development to provide safe and suitable access for all, and to create safe and secure layouts minimising conflicts between traffic and pedestrians.
- Pedestrian route to the development access must also consider the needs of those with small children, pushchairs and those with reduced mobility, including visually impaired people and people using wheelchairs or mobility scooters (Equalities Act).
- Residential developments should be delivered in the most sustainable locations, connectivity is maximised, the need to travel is minimised, and safe and direct walking and cycling routes are provided.

4.3.35 The concerns of the Highway Authority are acknowledged however the proposal is for a single residential dwelling unit to replace buildings that were once used as part of a



working farm which would have generated significantly more vehicular and pedestrian movement. The number of additional traffic movements generated by the single dwelling would be negligible (i.e. 4, two – way vehicular movements per weekday).

4.3.36 The applicant has described in the Transport Note how the scheme is acceptable in highway terms having regard to the follow:

- The proposal is small scale with one new dwelling
- The access is safe in terms of pedestrian and vehicular visibility (drivers travelling on Dane End are able to see vehicles exiting the site access at a distance of 75 metres (from the north) and 82 metres (from the south)).
- Dane End is regularly used by walkers, cyclists and horse riders
- The carriageway in Dane End has no significant gradient that would make it difficult for people with mobility issues to navigate
- There is a network of public footpaths in the locality including footpaths directly linking Dane End to Therfield village
- Vehicle speeds in Dane End are between 20 – 25mph
- The width of Dane End carriageway (between 3.5m – 5m provides good visibility for motorists and sufficient passing space.
- There are community transport options available for people with permanent disability

4.3.37 The NPPF states at paragraph 109 that *‘Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.’* However, in this regard it is considered that the provision of one dwelling cannot be deemed significant in scale and paragraph 109 does explain that transport solutions will vary between urban and rural areas.

4.3.38 The NPPF also states that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities, and that where there are groups of smaller settlements, development in one village may support services in a nearby village. In this case there is other residential development nearby including at Hay Green and Therfield. In addition, whilst the NPPF seeks to avoid isolated homes in the countryside, there are several exceptions to this approach, two of which would be relevant to this proposal if it was considered to be in an isolated location. The first exception relates to a development that would represent an optimal viable use of a heritage asset and the second is where a development would re-use redundant or disused buildings and enhance its immediate setting, which would be the case in this instance on both matters.

4.3.39 The location of the site does present an opportunity to walk or cycle to nearby facilities in Therfield or Reed both of which are category ‘A’ villages. This proposal will also include the availability of high-speed broadband for home working and shopping and the proposed installation of electric vehicle charging points are further options which will reduce the reliance on petrol and diesel cars.

4.3.40 Overall the proposed dwelling would be only marginally less accessible to local services than nearby dwellings including those in Hay Green. The limited scale of the

development means that the number of car journeys would not be significant and given the proximity of a range of services in Therfield and Reed and slightly further afield in Royston, the majority of journeys are likely to be short.

4.3.41 In taking account all of the above, it is considered that the proposal would be reasonably located in terms of access to local services and facilities and would facilitate sustainable modes of transport in a manner commensurate to its scale and location. The concerns of the Highway Authority are therefore not considered to be justified or sufficient to refuse planning permission on highway grounds in this instance.

#### 4.3.42 Other matters

4.3.43 The majority of the application site lies within Flood Zone 1 with only the site frontage and Dane End being within the more vulnerable to flooding area (Zone 2 and 3). The hard-surfaced area within the former farmyard site will be reduced by the introduction of gardens at the rear of the barn and therefore there will be reduced impact with respect to surface water run-off. The height of the application site relative to the adjacent drainage ditch on the opposite side of Dane End is such that there would be no risk to flooding. It should be noted that the Environment Agency have not objected to the proposed development in terms of flood risk.

4.3.44 The proposed development, by virtue of its limited scale would have no significant implications for the local environment in terms of carbon emissions and therefore would be generally in compliance with the criteria set out in Policy D1 'Sustainable Design' of the North Hertfordshire Local Plan 2011-2031 and Section 14 - 'Meeting the challenge of climate change, flooding and coastal change' of the NPPF 2023.

#### 4.3.45 **Conclusion and planning balance**

4.3.46 The site is located within the Rural Area Beyond the Green Belt but close to villages that provide local services (such as schools, pub, churches, village halls). The development would contribute in modest way to the Council's housing supply and would enhance local services. The proposal would be in compliance with Policy CGB4 of the Local Plan and the re-use and extension of buildings in the Rural Area Beyond the Green Belt, and paragraph 84 (c) of the NPPF which allows for the housing development in the countryside that would re-use redundant or disused buildings and enhance its immediate setting.

4.3.47 The proposal would enhance and conserve a heritage asset (i.e. the Grade II listed barn) and secure its long-term future in conformity with Policy HE1 of the Local Plan and the guidance set out in Section 16 of the NPPF. This aspect of the scheme can be given considerable weight.

4.3.48 The dwelling has been designed with a mix of traditional and contemporary features which respect the historic setting of the barn and the setting of the nearby Farm House and also has regard to the rural setting of the area. As such, the proposal is deemed in accordance with Policies SP9 and D1 of the Local Plan and Section 12 of the NPPF. This should be given moderate weight.

4.3.49 The proposal is a small site that will deliver measurable gains in biodiversity, in accordance with Policy NE4 of the Local Plan

4.3.50 The proposal is considered acceptable in terms of parking provision and highway safety having regard to the low level of traffic on Dane End and the low number of

traffic movement generated. The proposal would comply in general terms with Policies T1 and T2 of the Local Plan.

4.3.51 This application was submitted before December 2023. Therefore, under the provisions the exemption from the requirement to identify a 5-year supply of deliverable housing sites does not apply to this application. It is estimated that the current housing supply is about 3.5 years and consequently in this case the tilted balance set out at paragraph 11 (d) of the Framework applies. It is considered that the adverse impacts of granting planning permission would not significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF as a whole.

4.3.52 Overall, taking all matters into account the proposal complies with the Local Plan and the NPPF as a whole and the application is recommended for approval, subject to conditions.

### **Alternative Options**

None applicable

### **Pre-Commencement Conditions**

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

## **5.0 Legal Implications**

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

## **6.0 Recommendation**

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

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

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

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

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

3. Details and/or samples of materials to be used on all external elevations and the roof

of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced and the approved details shall be implemented on site.

Reason: To ensure that the development will have an acceptable appearance which does not detract from the appearance and character of the surrounding area and to comply with Policy D1 of the North Hertfordshire Local Plan 2011 to 2031.

4. The method of external insulation to include materials to be used, hereby granted planning permission, shall be submitted to and agreed, in writing, by the Local Planning Authority before any works are commenced. The development shall be carried out in accordance with the approved details.

Reason: To safeguard the character and appearance of the listed building to which this consent relates and to comply with Policies SP13 and HE1 of the North Hertfordshire Local Plan 2011 to 2031

5.

(a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of written information allowing a preliminary environmental risk assessment to be undertaken, which allows the creation of a Conceptual Site Model which indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites), with a 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.

6. No works are in any circumstances to commence unless the local planning authority has been provided with either:
  - o a licence issued by Natural England authorizing the specified activity/development to go ahead; or
  - o a statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence.

Reason: To ensure that works do not result in adverse impacts to protected species. To comply with Policy NE4 of the North Herts Local Plan 2011 - 2031

7. Prior to occupation, the proposed new dwelling, shall incorporate an Electric Vehicle (EV) ready domestic charging point.

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality. To comply with Policy D4 of the North Herts Local Plan

8. The development hereby permitted shall be carried out in accordance with the recommended mitigation and enhancements set out in the submitted ecology report by Cherryfield Ecology dated January 2023 unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of nature conservation and to comply with Policy NE4 of the North Herts Local Plan 2011 – 2031

9. Prior to the first occupation of the dwelling hereby approved a scheme of sustainable energy saving measures to be incorporated into the dwelling shall be submitted to, and approved in writing by, the Local Planning Authority and implemented on site.

Reason: To address the climate emergency in accordance with Local Plan Policy D1 of the North Herts Local Plan

10. Prior to the relevant phase of works full details of all hard and soft landscaping measures, including boundary treatment, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To safeguard the setting of the listed building to which this permission relates and to comply with Policies SP13 and HE1 of the North Hertfordshire Local Plan 2011 to 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:**

Environmental Health informatives:

Construction phase:

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

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

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

EV charging informative:  
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)

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

Environment Agency informatives and advice:

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- o on or within 8 metres of a main river (16 metres if tidal)
- o on or within 8 metres of a flood defence structure or culvert including any buried elements (16 metres if tidal)
- o on or within 16 metres of a sea defence involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- o in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549 or by emailing [enquiries@environment-agency.gov.uk](mailto:enquiries@environment-agency.gov.uk). The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

#### EA Advice for Applicant Flood resistance and resilience

We strongly recommend the use of flood resistance and resilience measures. Physical barriers, raised electrical fittings, and special construction materials are just some of the ways you can help reduce flood damage.

To find out which measures will be effective for this development, please contact your building control department. If you'd like to find out more about reducing flood damage, visit the Flood Risk and Coastal Change pages of the planning practice guidance.

Further guidance on flood resistance and resilience measures can also be found in:

Government guidance on flood resilient construction  
<https://www.gov.uk/government/publications/flood-resilient-construction-of-new-buildings>

CIRIA Code of Practice for property flood resilience  
[https://www.ciria.org/CIRIA/Resources/Free\\_publications/CoP\\_for\\_PFR\\_resource.aspx](https://www.ciria.org/CIRIA/Resources/Free_publications/CoP_for_PFR_resource.aspx)

British Standard 85500 - Flood resistant and resilient construction  
<https://shop.bsigroup.com/ProductDetail/?pid=000000000030299686>

#### Signing up for flood warnings

The applicant/occupants should phone Flood line on 0345 988 1188 to register for a flood warning or visit <https://www.gov.uk/sign-up-for-flood-warnings>. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email, or text message. Anyone can sign up.

Flood warnings can give people valuable time to prepare for flooding - time that allows them to move themselves, their families, and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities.

For practical advice on preparing for a flood, visit <https://www.gov.uk/prepare-for-flooding>. To get help during a flood, visit <https://www.gov.uk/help-during-flood>.

For advice on what do after a flood, visit <https://www.gov.uk/after-flood>.