

<b>ITEM NO:</b>	
<u>Location:</u>	<b>Sandon Bury Farm Sandon Hertfordshire SG9 0QY</b>
<u>Applicant:</u>	<b>Sandon Bury Farm Ltd</b>
<u>Proposal:</u>	<b>Diversification of Sandon Bury Farm to provide an events venue and guest accommodation, comprising demolition of existing modern buildings within the Sandon Bury Farm complex, change of use of existing buildings from agricultural uses to an events venue, guest accommodation and alterations to listed and non-listed buildings (Black Barn, grain store and hay barn).</b>
<u>Ref. No:</u>	18/00584/FP
<u>Officer:</u>	<b>Melissa Tyler</b>

**Date of expiry of statutory period** : November 19<sup>th</sup> 2018

**Reason for Delay**

Extension of time to allow for further consultation responses from Hertfordshire Highways following a deferral from September Committee

**Reason for Referral to Committee**

Members will recall that this application was deferred pending further information from Herts Highways at the meeting of the Committee on 20<sup>th</sup> September (the original report is attached at **Appendix 1**) for the following reasons:

**RESOLVED:** That application **18/00584/FP** be **DEFERRED** to enable the full and thorough assessment of the suitability and safety of all routes to the development and that this be presented to the Committee.

- 1.0 **Site History**
- 1.1 See **Appendix 1**
- 2.0 **Policies**
- 2.1 See **Appendix 1**

### 3.0 **Representations**

3.1 All representations received in response to the planning application as presented to the Committee on 20<sup>th</sup> September 2018 are set out in **Appendix 1**

3.2 **Hertfordshire Highways** – further comments from the Highway Authority following deferral are set out at 4.3 of this report

### 3.3 **Neighbours (all representations can be found in full on our website)**

I have received further representations from neighbours since the last committee:

Main concerns centre on Highway safety

### 3.4 Environmental Health (Noise)

Further representations were made in regards to Noise Report. Condition recommended (As read out at September Committee)

### 3.5 **Sandon Conservation Group** – See full representation on the website

Main concerns are related to:

- Suitable use of listed buildings
- Alternative uses
- Working farm compatibility
- Employment opportunities
- Highway safety
- Biodiversity mitigation
- Residential amenities

## 4.0 **Planning Considerations**

### 4.1 **Site and Surroundings**

4.1.1 See **Appendix 1**

### 4.2 **Proposal**

4.2.1 See **Appendix 1**

### 4.3 **Key Issues**

4.3.1 This report discusses highway issues that are relevant to the proposed scheme at Sandon Bury. The decision was made that this application would be deferred to seek further information from the Highways Authority. Following the September committee the Highway Authority was re-consulted in respect of all routes into Sandon and the proposed event venue. The question as to whether the routes would be safe given the increased volume was the aim of this further consultation .

- 4.3.2 The main routes into Sandon are linked to the A505 and the A10. Four potential routes are shown in appendix 2. The longest route from Sandon Bury to the junction at Wallington/Baldock on the A505 is 12 minutes by car according to Google Maps. This route takes you through Sandon and Roe Green and Wallington. The quickest route from Sandon Bury to the A505 is 5 minutes by car according to Goggle Maps which takes you past the Church and onto the A505 at Country Boarding Kennels The route to the A10 takes approximately 6 minutes, this route meets the A10 at Buckland.
- 4.3.3 Paragraph 109 of the NPPF, 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.**” I consider that the proposal is for a relatively modest scale of development that would not have an unreasonable impact on the safety and operation of the adjoining highway.
- 4.3.4 Having raised highway concerns at September Planning Committee, Hertfordshire Highways has commented with the following:

***“In regard to the impact the new venue would have on the local roads a Transport Statement has been prepared by the transport consultants, although HCC commented on the access and immediate route to the venue, the Highway Authority have also considered all routes into Sandon in regard to the proposal and the traffic generation that this would produce.***

***The increase in traffic would have an impact on the local roads, however due to the level of traffic generated for the scale of development by the event venue the impact has not been considered by HCC to be significant.***

***Considering that on a typical weekend, traffic survey data taken from Table 3-2 within the Transport Statement, Rushden Road supported an average two-way flow of 200 vehicle movements, the additional traffic generated by the proposal has not been considered as being a significant impact on all the surrounding road network to support a refusal on highway grounds.***

#### **Accident Data**

***Details of recorded road traffic incidents were requested from Hertfordshire County that covered an area that was a requirement of the Transport Statement for the submitted planning application which addressed an area within a 2 mile radius from the site access off Rushden Road the records were over a five-year period.***

***The incidents recorded by Hertfordshire County Council provide data that shows that the incidents did not occur as a direct result of a highway deficiency and that driver error represents the most likely cause in each case some of the factors are such as there were 5 road traffic incidents across a period of 5 years and considering that they were within a two mile radius establishes an extremely low rate of occurrence for rural local access roads.***

***It is considered that the Transport Statement showing data (Table 3-2) indicates that on a weekend, Rushden Road supported an average two-way flow of 200 vehicle movements of which 11 were classified as HGV the traffic volume is mainly medium size vehicles which the local access roads have the capacity for two-way traffic the accident data demonstrates that the local access roads which form part of the route to the venue have not got a serious highway deficiency enough to cause a severe impact on the local highway network.***

***Bearing in mind that the traffic flows are fundamental to the assessment of traffic impact HCC is satisfied that the data in the submitted in the Transport Statement provided an overall picture of the existing traffic movements and the future traffic generated from the new development.***

***If there are concerns over the lack of mitigation on the impact that the development has on the local network a before and after traffic survey could be taken and a conditional permission could be recommended such as;***

***Prior to commencement of the development the submission and agreement of a mechanism of continual review of the transport impacts of the development to include (but not be restricted to) the installation of traffic counters upon each local access road and accesses, travel plan monitoring and regular dialogue between Developer, Local Planning Authority and Highway Authority. The findings of this work shall be shared between all interested parties with a view to remedying any problems arising directly from the construction or occupation of the development.***

***Reason: To ensure that the development is appropriately mitigated against to ensure impacts are no worse at any time during the construction phase and on completion of the development.***

***This condition could be considered as being unreasonable and may result in an appeal being initiated as HCC has not deemed the impact to be severe.”***

- 4.3.5 In regards to the above condition, I would agree with the Highway Authority that this might be construed as unreasonable in view of its overall conclusion that traffic volumes post development would not be significant.

#### **Other Matters**

- 4.3.6 Following the previous committee we have received a representation from Sandon Conservation Group which have been summarised in section 3.
- 4.3.7 The majority of the concerns raised have been discussed in the original committee report (Appendix 1) and raise no further issues for reiteration here.

4.3.8 In regards to bio-diversity, specifically Bats, I have copied below the full response from Herts Ecology in regards to bats.

***“A number of bat surveys have been undertaken at the farm since at least 1998, and two bat species are confirmed roosting and four bat species have been recorded foraging and commuting across the site. In addition, Sandon Churchyard adjacent to the property is a non-statutory Local Wildlife Site designated for its bat interest.***

***An updated Bat Activity Survey, by Applied Ecology, February 2018 has been submitted in support of this application. A daytime inspection of ten buildings on site was undertaken on 5 April 2017 and follow-up nocturnal bat activity surveys of five buildings with moderate or high bat roost potential were undertaken on 3 visits in July 2017. A number of roosts, including a locally and regionally important maternity roost for Natterer’s bats as well as three other bat species, were confirmed during the July 2017 surveys.***

***The development proposals will result in the loss of bat roosts and consequently suitable mitigation and compensation is required to safeguard bats ensure their conservation status is maintained. It is acknowledged that a European Protected Species (EPS) licence will be required from Natural England to proceed lawfully, and I have no reason to believe that a licence will not be issued.***

***I note in ‘Plan P40A Black Barn overcladding details’ that breather membrane is proposed. There is strong evidence that Breathable Roofing Membranes (BRM) have a negative impact on bats, as they can become entangled in loose polymer fibres with fatal consequences. Currently, there are no bat-friendly breathable membranes on the market and traditional Bitumen felt type 1F is recommended by all bat ecologists. My understanding is the use of a breathable membrane is not a constraint of the planning process; however the conditions of a subsequent EPS licence will dictate whether a breathable membrane is required.***

***Mitigation and compensation measures are provided in the bat report and these have been reviewed by Natural England as part of their Discretionary Advice Service - to demonstrate to the Local Planning Authority that the mitigation is likely to be approved for an EPS licence. Natural England found the measures to be appropriate for the loss of roosting opportunity for the Natterer’s bat maternity roosts in the Black Barn, although their advice to link the two new bat lofts could not be achieved due to the listed status / historic importance of the barn. Existing access points, roosting locations, and pre-emergence flight area are to be retained, enhanced or created. Timing of works will be stipulated by the EPS licence. It is considered the loss of day roosts for the three other bat species could be adequately compensated for by minimising disturbance during construction works and by the provision of bat boxes in suitable locations within the site. Post development monitoring will be a condition of the EPS licence to demonstrate continued favourable conservation status of the bat population concerned.***

***With these mitigation and compensation measures in place (steered by advice from Natural England’s Discretionary Advice Service, and which will be imposed under the legal requirements of an EPS licence), I consider the LPA has sufficient***

***information to deal adequately with bats from a planning perspective, and can apply and satisfy the third test of the Conservation of Habitats and Species Regulations 2017 prior to determination.”***

4.3.9 HCC Ecology was satisfied with the level of information that has been provided as part of the application, to ensure bats are safeguarded, and the mitigation proposed is deemed acceptable. Details will be agreed with Natural England and on submission of the required EPS licence.

4.3.10 In any event members are drawn to condition No. 27. This condition requires that no development shall commence until the local planning authority has been provided with a copy of the licence issued by Natural England. Natural England will take into consideration the three tests of the European Protected Species Mitigation outlined in the 2017 Regulations.

#### **4.4 Conclusion**

4.4.1 The NPPF contains a presumption in favour of sustainable development and there are no impacts arising from the development which can be considered significant in my view. Those which would occur can be adequately mitigated by condition. Therefore, as stated above in the planning balance (substantive report - Appendix 1), I consider there to be no sustainable planning objections and accordingly recommend that planning permission be granted for this scheme, subject to certain safeguards set out in the conditions recommended below.

#### **5.0 Alternative Options**

5.1 None applicable

#### **6.0 Pre-Commencement Conditions**

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

#### **7.0 Legal Implications**

7.1 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.

#### **8.0 Recommendation**

8.1 That planning permission be **GRANTED** subject to the 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. The development hereby permitted is limited to uses falling within use class D2 of the Town & Country Use Class Order (1987 as amended) unless approved in writing by the Local Planning Authority

**Reason: To prevent deemed change of uses that may have different environmental impacts.**

## **HIGHWAYS**

4. Prior to occupation of the new proposal the highway works involving the resurfacing of the existing access shall be complete for the first 12 metres from the edge of the carriageway of Rushden Road, to the current specification of Hertfordshire County Council and to the Local Planning Authority's satisfaction. These works shall be secured and undertaken as part of the s278 works.

**Reason: In the interests of highway and pedestrian safety.**

5. No development shall commence until the details of siting, type and design of plugs, the energy sources and the strategy/management plan of supplying and maintaining the electric charging points to be provided in accordance with the minimum 10% of spaces to be provided with electric charging points shall be provided to the Local Planning Authority and Hertfordshire County Council for approval in writing. All electric charging points shall be installed in accordance with the approved details prior to occupation of any of the units and permanently maintained and retained.

**Reason: To ensure that the development complies with the sustainable development policy requirements.**

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 Traffic Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Traffic management requirements;
- c. Construction and storage compounds (including areas designated for car parking);
- d. Siting and details of wheel washing facilities;
- e. Cleaning of site entrances, site tracks and the adjacent public highway;
- f. Timing of construction activities to avoid school pick up/drop off times;
- g. Provision of sufficient on-site parking prior to commencement of construction activities;
- h. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

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

#### **ENVIRONMENTAL HEALTH**

7. Prior to the first use of the events venue, the noise mitigation measures detailed in the SLR report reference 418.07763.00001.002 version 5 dated February 2018 (Sandon Bury Farm Noise Assessment), including a purpose built acoustic enclosure, shall be fully implemented. Once implemented, the scheme of measures shall be maintained in accordance with the details in perpetuity.

**Reason: to protect the amenities of existing residents.**

8. Prior to the installation of any fixed plant, a noise survey following the guidelines set out by BS4142:2014 shall be undertaken. This survey shall take into account all proposed fixed plant as part of the development and shall include noise control measures which should be submitted for written approval by the Local Planning Authority (LPA). No fixed plant shall be installed and operated at the site until the noise survey has been approved by the LPA. Noise mitigation measures shall be such as to achieve 5dB below existing background noise levels.

**Reason: to protect the amenities of existing residents.**

9. Goods vehicle deliveries and refuse vehicles shall only be permitted between 08.00hrs and 20.00hrs Monday to Friday, 08.00hrs and 18.00hrs Saturdays and no deliveries on Sundays and Bank Holidays.

**Reason: to protect the amenities of existing residents.**

10. Hours of use of the events venue shall only be permitted between 08.00hrs and 23.00hrs Sunday to Thursday and 08.00hrs to 00.00hrs Friday, Saturday and any day preceding a Bank Holiday.

**Reason: to protect the amenities of existing residents.**



11. A maximum of seventy-five (75) events (one event not exceeding 24 hrs) shall take place per calendar year with no more than three (3) events taking place per calendar week.

**Reason: to protect the amenities of existing residents.**

12. Amplified live and recorded music shall not be permitted to take place in the outside areas (in the open air) of the venue at any time.

**Reason: to protect the amenities of existing residents.**

13. A detailed lighting scheme shall be undertaken and submitted to the Local Planning Authority for approval with details of all external lighting, including lighting required for the pedestrian walkways, parking areas and security lighting and there shall be no external illumination erected, installed or operated on any part of the site other than in accordance with these approved details.

**Reason: to protect the amenities of existing residents and the character of the rural area.**

14. The following limits shall not be exceeded by the exterior light installations:

Sky Glow ULR (Max%) 2.5  
Max light into windows Ev (lux)  
07.00- 23.00hrs 5  
23.00- 07.00hrs 1  
Source Intensity I (kcd)  
07.00- 23.00hrs 7.5  
23.00- 07.00hs 0.5  
Building Luminance 07.00- 23.00hrs  
Average, L (cd/m<sup>2</sup>) 10

**Reason: to protect the amenities of existing residents.**

15. (a) A suitable environmental noise control device shall be installed in the Black Barn, calibrated and set to the satisfaction of the Local Planning Authority (LPA). The device must be set at an appropriate time in the presence of an officer of the LPA. No amplified live or recorded music shall take place in the Black Barn until this device has been installed and set in accordance with this condition.
- (b) Once the environmental noise control device has been installed, calibrated and set to the satisfaction of the LPA it must not be removed, adjusted or replaced:
  - (i) without twenty-eight (28) days prior notification to the LPA and;
  - (ii) without the written consent that the removal, adjustment or replacement of the device is permitted and that documentation stating this is received from the LPA.

- (c) Following receipt of the documentation stated in (b)(ii), all the requirements of the LPA must be carried out. Use of all noise equipment for amplified live or recorded music taking place in the Black Barn is not permitted until such a time that confirmation from the LPA that it is permitted has been received.
- (d) In the event of a malfunction of the environmental noise control device, the LPA shall be notified within two (2) working days of the problem and the remedial action proposed. No amplified live or recorded music shall take place in the Black Barn until the environmental noise control device is properly functioning and, if appropriate, has been reset, calibrated and set to the satisfaction of the LPA and/or the LPA has received and approved the necessary documentation confirming this.
- (e) The environmental noise control device shall be secured in a manner approved by the LPA so as to prevent unauthorised access to and tampering with the controls.
- (f) All noise equipment used for amplified live and recorded music in the Black Barn must be routed through the environmental noise control device and this device must be operational during such activities.

**Reason: to protect the amenities of existing residents and the character of the rural area.**

#### **ENVIRONMENTAL HEALTH (contamination/air quality)**

16. Prior to the commencement of the permitted activity the venue shall incorporate Electric Vehicle (EV) ready charging points sufficient to serve:
- one staff car parking bay within the courtyard and
  - two car parking bays for guests, within the guest parking area

**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.**

17. Prior to the commencement of development, full details of the on-site storage facilities for commercial waste, including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins, or any other means of storage will be stationed and the specific arrangements to enable collection from within 10m of the kerbside of the adopted highway/ refuse collection vehicle access point and, the arrangements for the disposal of waste shall be provided and shall include provision for a minimum of 50% recycling/organic capacity. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

**Reason - To protect the amenities of nearby residents/occupiers and in the interests of visual amenity, source segregation of waste in accordance with pre-treatment regulations.**

## LLFA

18. The development permitted by this planning permission shall be carried out in accordance with the approved FRA carried out by Flood Risk Assessment and Preliminary Drainage Strategy carried out by CTC Infrastructure reference 2017-C-252 dated April 2017, submitted and the following mitigation measures detailed within the FRA:
  1. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
  2. Limiting the surface water run-off generated by the 1 in 100 year + climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.

**Reason: To reduce the risk of flooding to the proposed development and future occupants. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.**

19. No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The scheme shall also include;
  1. Detailed engineered drawings of the proposed SuDS features including their, location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance climate change event.
  2. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

## LANDSCAPE

20. The landscape details to be submitted and approved in writing prior to commencement and shall include the following:
  - a) which, if any, of the existing vegetation is to be removed
  - b) what new trees, shrubs, hedges and grassed areas are to be planted, together with the species proposed and the size and density of planting
  - c) the location and type of any required acoustic fences or other means of enclosure and any hardscaping proposed

**Reason: To ensure the submitted details are sufficiently comprehensive to enable proper consideration to be given to the appearance of the completed development.**

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

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

22. The landscaping scheme approved in accordance with condition 20 will be carried out and completed in full prior to the first occupation and use of the site for an event.

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

23. No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:
1. The programme and methodology of site investigation and recording
  2. The programme and methodology of site investigation and recording as suggested by the evaluation
  3. The programme for post investigation assessment
  4. Provision to be made for analysis of the site investigation and recording
  5. Provision to be made for publication and dissemination of the analysis and records of the site investigation
  6. Provision to be made for archive deposition of the analysis and records of the site investigation
  7. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

**Reason: to provide properly for the likely archaeological implications of this development proposal.**

24. The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition (22)

**Reason: to provide properly for the likely archaeological implications of this development proposal.**

25. 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 (22) and the provision made for analysis and publication where appropriate.

**Reason: to provide properly for the likely archaeological implications of this development proposal.**

26. No development shall take place until details of fire hydrants or other measures to protect the development from fire have been submitted to and approved in writing by the Local Planning Authority. Such details shall include provision of the mains water services for the development whether by means of existing water services, new mains or extension to or diversion of existing services where the provision of fire hydrants is considered necessary. The proposed development shall not be occupied until such measures have been implemented in accordance with the approved details.

**Reason: To ensure that the necessary infrastructure for the development is in place and to meet the requirements of the fire authority.**

## **ECOLOGY**

27. No development shall commence until the local planning authority has been provided with a copy of the licence issued by [the relevant licensing body] pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2010 authorising the specified activity/development to go ahead. All mitigation and compensation measures will be fully installed prior to occupation and retained as such thereafter.

**Reason: To ensure compliance with the Conservation of Habitats and Species Regulations 2017 and to ensure biodiversity is conserved and enhanced in accordance with NPPF.**

### **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 (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

### **Informative/s:**

#### **1. HIGHWAY INFORMATIVES**

Hertfordshire County Council (HCC) recommends inclusion of the following highway informative to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980: Works to be undertaken on the adjoining highway shall be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication Roads in Hertfordshire Highway Design Guide. Before proceeding with the proposed development, the applicant shall use the HCC website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/businessand-developer-information/development-management/highways-development> or call on 0300 1234 047 to obtain the

requirements for an appropriate highway agreement for the associated access works as part of the development. This should be carried out prior to any development work is carried out.

Reason: To ensure that work undertaken on the highway is constructed to the current Highway Authority's specification, to an appropriate standard and by a contractor who is authorised to work in the Public Highway. 2. Prior to commencement of the development the applicant is advised to contact the North Herts Highways Network Team [NM.North@hertfordshire.gov.uk] to arrange a site visit to agree a condition survey of the approach of the highway leading to construction access likely to be used for delivery vehicles to the development. Under the provisions of Section 59 of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of traffic associated with the development considering the structural stability of the carriageway. The County Council may require an Officer presence during movements of larger loads, or videoing of the movements may be considered.

## **2. LLFA INFORMATIVES**

For further information relating to ordinary watercourse consents, please visit our Ordinary Watercourse Webpage on the link below; [www.hertfordshire.gov.uk](http://www.hertfordshire.gov.uk)

<https://www.hertfordshire.gov.uk/services/recycling-waste-andenvironment/water/flooding-in-hertfordshire/managing-the-threat-and-impact-offloods/ordinary-watercourses/ordinary-watercourses.aspx>

## **3. ENVIRONMENTAL HEALTH INFORMATIVES**

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

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

A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed termination point within a garage or an accessible enclosed termination point for future connection to an external charge point.

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

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

- o Paragraph 120 of the NPPF which refers to the effects (including cumulative effects) of pollution on health, the natural environment or general amenity.
- o The aim of Section 4 'promoting sustainable development' of the NPPF, which includes in paragraph 35 'developments should be designed where practical to incorporate facilities for charging plug-in and other ultra low emission vehicles'.
- o HCC Local Transport Plan (LTP3) 2011-2031 which includes an aim 'to reduce transport's own contribution to greenhouse gas emissions and improve its resilience'.
- o It is consistent with the approach specified in the NHDC Air Quality Planning Guidance Document, which is referenced within the current consultation version of the Local Plan.
- o Reflects the limited options available for travel to the site by foot, cycle and public transport, by providing a more sustainable means of traveling to the site by private car.

#### **4. ECOLOGY INFORMATIVE**

The demolition or renovation of buildings, and the removal or severe pruning of trees should be avoided during the bird breeding season (March to August inclusive [Natural England]) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than 3 days in advance of works by a competent Ecologist and if active nests are found, the location should be cordoned off (minimum 4m buffer) until the end of the nesting season or until the birds have left the nest.

Any existing trees (including the roots and overhanging branches) that are remaining on or adjacent to the site should be protected from damage. Protection barriers and/or a no-dig policy may be required.

Any external lighting scheme should be designed to minimise light spill, in particular directing light away from the boundary vegetation to ensure dark corridors remain for use by wildlife as well as directing lighting away from potential roost / nesting sites.

New trees and shrubs should be predominantly native species, particularly those that bear blossom, fruit (berries) and nectar to support local wildlife; and night flowering plants to attract insects and increase foraging opportunities for bats. Where non-native species are used they should be beneficial to biodiversity, providing a food source or habitat for wildlife.

## **9.0 Appendices**

9.1 Appendix 1 – Committee Report – 20<sup>th</sup> September 2018

9.2 Appendix 2 – route maps – A10/A505