

ITEM NO:

Location: **189 High Street
Codicote
Hitchin
Hertfordshire
SG4 8UD**

Applicant: **-**

Proposal: **Erection of four 4-bed dwellings with associated parking, bin/cycle storage and alterations to existing vehicular access following demolition of existing dwelling (as amended by plans received 15/03/2019)**

Ref. No: **18/03347/FP**

Officer: **Ben Glover**

Date of expiry of statutory period:

31st May 2019

1.0 Submitted Plan Nos.:

1416_A_1000 – P3; 1416_A_1001 – P2; 1416_A_1002 – P3; 1416_A_1003 – P1;
1416_A_1004 – P1; 1416_A_2000 – P7; 1416_A_2101 – P5; 1416_A_2102 – P1;
1416_A_2201 – P4; 1416_A_2202; 1416_A_2401 – P5; 1416_A_4101 – P7;
1416_A_4201 – P6; 1416_A_4202; 1416_A_4401 – P7; 1416_A_8005 – B;
TPP_189HSCH_010 B

2.0 Site History

- 2.1 14/00401/1 - Erection of one number 4 bedroom dwelling and ancillary works following demolition of existing 3 bedroom dwelling – Granted Conditional Permission on 08/04/2014.

3.0 Policies**3.1 North Hertfordshire District Local Plan No.2 with Alterations**

Policy 2 – Green Belt
Policy 5 – Excluded Villages
Policy 14 – Nature Conservation
Policy 55 – Car Parking Standards
Policy 57 – Residential Guidelines and Standards

3.2 National Planning Policy Framework

Chapter 2 – Achieving sustainable development
Chapter 5 – Delivering a sufficient supply of homes
Chapter 11 – Making effective use of land
Chapter 12 – Achieving well-designed places
Chapter 13 – Protecting Green Belt land
Chapter 14 – Conserving and enhancing the natural environment

3.3 North Hertfordshire Draft Local Plan 2011-2031 - (Approved by Full Council April 2017)

SP1 – Sustainable development in North Hertfordshire
SP5 – Countryside and Green Belt
SP9 – Design and sustainability
D1 – Sustainable Design
D3 – Protecting Living Conditions
T1 – Assessment of transport matters
T2 – Parking

3.4 Supplementary Planning Document

Vehicle Parking at New Development SPD (2011)

4.0 Representations

4.1 Site Notice:

Start Date: 14/01/2019 Expiry Date: 04/02/2019

4.2 Press Notice:

Start Date: N/A Expiry Date: N/A

4.3 Neighbouring Notifications:

The owners/occupiers of No. 181, 183, 185, 187, 189a, 191, 193 High Street; 4, 5, 6 The Birches; 213, 215, 217, 219, 221, 223 Valley Road South were notified on 07/01/2019 and again on 15/03/2019. A number of neighbouring representations have been received and are summarised below:

183 High Street

- Design of houses are not in keeping with rural setting.
- Not in keeping with the openness of the village.
- It is over-development of the site.
- Height of building would exceed those around it.
- Additional vehicles onto High Street.

187 High Street

- Increased traffic and noise would be deleterious to the occupants boarding the access road.
- Would like to ensure that No. 187s land is not encroached upon and as much of the existing driveway and hedging is retained to act as screen and wildlife corridor.

189a High Street

- The present development plans appear to show the drive boundary incorrectly. The true boundary appears to line up with the present old fence by 189 High Street. This means the boundary shown encroaches about 3ft onto 187 High Street.
- The access road contains services at a shallow depth that would be damaged by construction traffic. Developers should be made to construct their own access before starting construction work.

191 High Street (Dated 14/01/19)

- Half the site is within the Green Belt with no proposal within the draft Local Plan to change the Green Belt boundary at this site.
- The proposal appears to use Green Belt land as gardens for three houses. Considered that use as a domestic garden is not deemed an acceptable use of Green Belt.
- The plan implies boundary fencing which would also be unacceptable on Green Belt land.
- The development is on the edge of the village and the heights of the proposed buildings (considerably higher than the current single dwelling which is a chalet bungalow, will not be in keeping with the openness of the village at this site or with the buildings in front of the development which are bungalows and lie on lower ground.
- The height of building 04 will change the outlook considerably from neighbouring sites, notably because the land rises and the proposed building is several metres higher than the existing dwelling and the main part of the building is within 7m of the boundary, much closer than the existing building. The attempt to mitigate this by positioning it across the boundary line of our sites and the positioning of the garages do not provide a satisfactory solution.
- These garages, with a height of 6m are within 1m of the boundary. This dwelling should be reduced in scale to no more than a 1½ storey chalet bungalow with a roof height no higher than the existing dwelling. The garages should have flatter roofs to be no more than 3m from ground level at the boundary. There should be a greater gap between buildings and the boundary (at least two metres). The garage to house 04 has a feature shown on its gable end but it is not clear if this is intended as a vent or a window.
- To construct this dwelling will require the removal of the existing screening between 189 and 191/193. Should you be minded to grant permission, a planting scheme, with a suitable ongoing maintenance condition, should include mature but low growing (6m) shrubs/trees to the boundary to 191 and 193 High Street.

- Due to slope of the land, water from the development will fall towards the High Street. Suitable drainage (for example, a French drain along the boundary, must be incorporated to protect the gardens of 191 and 193 from flooding.
- Parking provision is welcomed and is better than often proposed but which must not be further reduced. Permitted development rights to convert garages to accommodation must be removed.
- The development proposes a widened access road with a junction onto the High Street. Taken on its own, this may not be an issue, but in conjunction with the proposed development at land adjacent to Cowards Lane, the two new junctions will be an issue and should incorporate a single or double mini-roundabout.

191 High Street (Dated 21/03/19)

- Garden in green belt land, which is not permitted meaning houses would have insufficient amenity land for residential use.
- Hipped roofs following amendment are an improvement but does resolve height issue and houses remain significantly higher than the current chalet bungalow.
- Plot 4 would be visually imposing and block light.
- Planting to screen plot 4 remains inadequate.
- Presence of slow worms have not been addressed.

193 High Street

- The development is on the edge of the village and on higher ground.
- Concern that the development will not be in keeping with the openness of the village at this site or with the buildings in front of the development which are bungalows and lie on lower ground.
- The height of building No. 4 will change the outlook considerably from No. 193, notably because the land rises and the proposed building is several metres higher than the existing bungalow. The main part of the part of the building is much closer than the existing building.
- The garages, with a height of 6m are within 1m of the boundary.
- There is a mature Fir tree adjacent to the boundary. Concern that the tree would be damaged during construction.
- Plot 4 should be reduced in scale to a height no higher than the current bungalow. The roof of the garage should be no more than 3m from ground level at the boundary.
- Would like to see a greater gap between buildings and the boundary.
- To construct this dwelling will require the removal of the existing screening between 189 and 191/193. Should you be minded to grant permission, a planting scheme, with a suitable ongoing maintenance condition, should include mature but low growing (6m) shrubs/trees to the boundary to 191 and 193 High Street.
- There is a colony of slow worms on the site.
- Concerned about drainage. Water from the development will fall towards the High Street. Suitable draining must be incorporated to protect the gardens of 191 and 193.

221 Valley Road South

- Loss of light to back garden in the morning and loss of privacy.

4.4 Parish Council / Statutory Consultees:

Codicote Parish Council – Objection, Design of houses not in keeping with a rural setting, not in keeping with the openness of the village, over development of the site, height of building, change of use from green belt to garden, additional vehicles onto the high street near the junction with Cowards Lane which is subject to change (NHDC Local Plan 17/01464/1).

HCC Highways – Highway Layout: Vehicle Access The applicant site is currently benefiting from an existing access and according to the submitted design and access statement, the access road will be improved to provide a 4.1m wide shared access road as shown on drawing (Ref- 1416_A_2000, rev- P4). This proposal would be acceptable in the highway terms. Visibility: A site visit revealed that the vehicle to vehicle inter-visibility from the existing access is in accordance with “Sightlines at Junctions (Ref: Design Manual for Roads and Bridges Volume 6 (Road Geometry) Section 1 (Highway Link Design) Table 2 Some of the foliage adjacent to the access would benefit from localise trimming to achieve an optimum visibility splay

Parking: Given that the proposal involves a redevelopment with an insignificant increase to parking provision this has been considered not to significantly alter the traffic generation of vehicles to the property. Within Section 9, Vehicle parking the applicant states that there will be an increase of 10 parking spaces provided as part of the proposal.

Refuse / Waste Collection: No specific details have been provided on the submitted drawings as part of the application. Therefore, it has been assumed that the existing refuse collection measure would be continued and acceptable

Conclusion: The B656 is a secondary distributor road capable of accommodating the traffic movements associated with the development. Hertfordshire County Council as Highway Authority has considered that the proposal is a small scale development consequently the proposal would not significantly increase the traffic generation to the area and have an unreasonable impact on the safety and operation of the adjoining highway and has no objections on highway grounds to the application

5.0 Planning Considerations

5.1 Site and Surroundings

5.1.1 189 High Street is a detached chalet bungalow situated on the south-eastern edge of Codicote and is accessed by a shared access road from High Street. The site is split with residential garden surrounding the existing dwelling and paddock land situated to the rear of the site that is associated with 189 High Street.

5.1.2 The application site is gated with mature vegetation to the boundaries of the site. The existing property sits at a higher elevation than neighbouring properties that front High Street. The site then drops away to the rear into a valley that is predominately unused, although it is noted that there is an existing access road serving a building to the rear of the site. To the south and west of the application site, there exists a number of residential properties that exist in a variety of forms including bungalows, semi-detached dwellings and terraced groups.

- 5.1.3 The application site sits on the edge of the village boundary with the property and its residential garden being within the village boundary and the associated paddock being within the Green Belt.

5.2 Proposal

- 5.2.1 Planning permission is sought for the erection of two 4-bed and two 3-bed dwellings following the demolition of the existing property and associated structures within the application site. Permission is also sought for the creation and widening of the access to the application site from High Street.
- 5.2.2 The two 4-bed dwellings would feature a half-hipped roof form with two storey front gable projection and single storey front porch projection. The dwellings would measure approximately 8.3m in height. Plot 01 would have access to a detached double garage sited to the front of the main dwelling and Plot 04 would benefit from access to a single storey attached garage.
- 5.2.3 Plot 02 and Plot 03 are a pair of semi-detached dwellings that would feature a hipped roof form with a shared two storey front facing gable. The dwelling would measure approximately 8.3m in height. Each plot would benefit from an attached garage adjoined to the side elevations of the proposed host dwellings.
- 5.2.4 Each plot would be provided with two off-street car parking spaces not including potential space within the garages. An addition four off-street car parking spaces would be provided between the entrance to the site and the detached garage to Plot 01.
- 5.2.5 Amended plans were submitted on the 15th March 2019, which included a number of alterations including the moving of the four dwelling within the village boundary, the reduction in height of the dwellings and alterations to the roof forms including removal of dormer windows.

5.3 Key Issues

- 5.3.1 The key issues for consideration are as follows:

- Whether the proposal would be inappropriate development in the Green Belt for the purposes of the National Planning Policy and Local Development Plan.
- The acceptability of the design of the proposed development and its resultant impact on the character and appearance of the area.
- The impact that the proposed development would have on the living conditions of future occupiers of the development and the occupants of neighbouring properties.
- The impact the proposed development would have on highway safety and car parking provision in the area.

Principle of Development:

- 5.3.2 Codicote is an excluded village in which the Council will normally permit development for housing provided the development is compatible with the maintenance and enhancement of the village character.

- 5.3.3 The application site is predominately within the village boundary with the existing paddock part of the site being within the Green Belt. The four dwellings and associated structures would be within the village boundary. The residential gardens that would serve Plots 01, 02 and 03 would be within the Green Belt following a change in use of the paddock to garden. Whilst the principle of dwellings in this location, within the village boundary, would be acceptable, the principle of the residential gardens within the Green Belt is subject to Green Belt planning policy.

Impact on Green Belt:

- 5.3.4 The proposal would result in the change of use of the existing paddock land situated to the rear of the site into three residential gardens serving plots 01 to 03. The NPPF establishes that "*the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open*". The proposed change of use of the paddock to residential gardens is therefore inappropriate by definition and should not be approved except in very special circumstances.
- 5.3.5 It is noted that an application for a replacement dwelling was approved under application reference number 14/00401/1. As part of the previous application, the change of use of the paddock land to residential garden was approved. The permission granted was not implemented.
- 5.3.6 Additionally, the existing paddock contains some existing small structures and low level fencing that separates the existing garden to No. 189 High Street from the paddock.
- 5.3.7 Whilst the change in use of the land to residential gardens would be inappropriate by definition, the proposed dwellings and their associated structures would not be sited within the Green Belt and therefore the proposed buildings would not be inappropriate development in the Green Belt. It is therefore considered that very special circumstances are required only to justify the use of the existing paddock into gardens. The case for very special circumstances is made at the end of this report following a full assessment of the proposal.

Sustainability:

- 5.3.8 Paragraph 8 of the NPPF sets out the three aspects to sustainable development: economic, social and environmental. The principles identified within the NPPF are reflected within SP1 of the Emerging Local Plan.
- 5.3.9 The proposed development is considered to be within a sustainable location that benefits from a number of local services within Codicote and would deliver two 3-bed dwellings and two 4-bed dwellings. The proposal would likely bring benefits to the settlement in economic and social terms however, it is accepted that the environmental benefits would be neutral at best. On balance, the development would be sustainable.
- 5.3.10 The proposed development would make an effective use of a large under-utilised plot within the village boundary and would contribute four new dwellings within the district helping to meet an identified need for housing.

Design and Appearance:

- 5.3.11 The NPPF attaches great importance to the design of the built environment, stating *“the creation of high quality buildings and places is fundamental to what the planning and development process should achieve”*. The NPPF goes on to state that *“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*. The aims of the NPPF are reflected in the Saved Local Plan in Policy 57 and in the Emerging Local Plan Policy D1.
- 5.3.12 The application site is situated on the south eastern edge of Codicote, with the proposed dwellings being contained within the village boundary. The site would share a private road access from High Street with dwellings that are predominately of 1 ½ storey chalet bungalow in design. To the north east of the site, properties are two storey in height and terraced in groups of three with small residential gardens.
- 5.3.13 The scheme proposed would consist of a cul-de-sac style development on a large site containing four two storey dwellings and single storey garages. Plots 01 and 04 would be detached dwellings and feature a half-hip roof form with an interlocking front gable projection. Plots 02 and 03 would be a pair of semi-detached dwellings featuring a hipped roof form, two storey front gable projection and attached single storey garage.
- 5.3.14 Given the height of the land on which the proposed dwellings would be sited on, there would be some limited views of the properties from within the public street scene. The site would also be visible from further afield given its siting on the village boundary. However, the village boundary in this part of Codicote is well built up with residential dwellings and it is therefore considered that the proposed development would not result in any unacceptable dominant impact upon the character and appearance of the locality.
- 5.3.15 The proposed dwellings are of high quality design that would be of an appropriate scale in this location and feature appropriate roof forms and make use of high quality materials. Whilst at a higher elevation than the existing dwellings fronting High Street, given the set back nature of the development, it is considered that the proposed development would be in compliance with Policies 57 of the Saved Local Plan, Policy D2 of the Emerging Local Plan and the core principles set out within the National Planning Policy Framework (2019).

Impact on Neighbouring Properties:

- 5.3.16 A core planning principle set out in the NPPF is to always seek to secure a good standard of amenity for all existing and future occupants of land and buildings. This principle is reflected in the provisions of Policy 28 of the Local Plan and D3 of the Emerging Local Plan.
- 5.3.17 The application site is neighboured by No 189a High Street to the north west and No. 187, 191, 193 High Street to the south west. The site neighbours open fields to the north east and south east of the site.

- 5.3.18 Plot 01 is a two storey detached dwelling that neighbours No. 189a High Street. The proposed dwelling is set back from the rear elevation of No. 189a by approximately 11m. The garage associated with Plot 01 would sit close to the party boundary of No. 189a. Whilst the Plot 01 would be visible to the neighbouring property, it is considered that the separation between the two dwellings and set to a side nature of the proposed dwelling would result in no unacceptable impact upon the amenities of the neighbouring occupiers. Furthermore, the development would result in no loss of light to the neighbouring occupiers given the site orientation and the path of the sun throughout the day. It is considered that the development would therefore not result in an unacceptable overbearing impact upon the neighbouring property.
- 5.3.19 Plot 4 is sited adjacent to the rear boundaries of No. 191 and 193 High Street. The single storey garage would be sited close to the party boundary with the neighbouring properties with the two storey dwelling being set away and side facing onto the neighbouring dwellings. Given the distance between the rear elevations of the neighbouring properties and the side elevation of the proposed dwelling (approximately 17m), it is considered that the development would not result in any unacceptable overbearing impact upon the occupiers of the neighbouring dwellings. Furthermore, the neighbouring properties would not suffer a loss of light as a result of the development given the path of the sun throughout the day.
- 5.3.20 Plots 02 and 03 would be set away from any nearby existing properties and would therefore result in no impacts upon neighbouring amenity. It is also noted the objection from Valley Road South that raises concerns over impact upon amenities. The rear elevations of properties along Valley Road South would be set approximately 46m away from the side elevation of Plot 01. It is therefore considered that there would be no unacceptable impact upon the amenities of occupiers along Valley Road South.
- 5.3.21 Given the above, it is considered that the proposed development would result in no unacceptable overbearing impact upon the amenities of the neighbouring occupiers. The development would therefore be in compliance with Policy 28 of the District Local Plan, Policy D3 of the emerging local plan and the aims of the National Planning Policy Framework.

Amenity of Future Occupiers:

- 5.3.21 Paragraph 127 (f) of the NPPF states that *“decisions should ensure that developments... create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity of future and existing users”*. Paragraph 127 (f) is reflected in Guideline 8 of Policy 57 in the Saved Local Plan and Policy SP9 of the Emerging Local Plan.
- 5.3.22 The proposed dwellings would provide sufficient living accommodation within the dwelling and sufficient amenity private amenity space in the form of large gardens. Each of the proposed dwellings would also benefit from a sufficient level of privacy given the proposed layout of the development and the relationship with existing properties within the vicinity.

Highways and Parking:

- 5.3.23 Hertfordshire County Council have raised no objection and consider that the development would result in no detrimental impact upon the safe operation of the highway.
- 5.3.24 Each dwelling would benefit from two car parking spaces, which would be in compliance with local planning policy. Furthermore, the application proposes the creation of four additional car parking spaces resulting in three off-street spaces for each of the dwellings. No objection is raised with regards to car parking within the site.

Trees and Landscaping:

- 5.3.25 The application proposes the removal of a number of trees, particularly those that are along the proposed access to the application site. The application site is not situated within the Conservation Area and no trees within the site are protected by means of a Tree Preservation Order. The proposed removal of some trees within the site is considered acceptable.

Very Special Circumstances:

- 5.3.26 The application proposes the material change in use of the existing paddock land to the rear of the application site into residential garden for Plots 1, 2 and 3. The purpose of Green Belt is to prevent urban sprawl by keeping land permanently open and for this reason, the proposed development is considered to be inappropriate by definition except for in very special circumstances.
- 5.3.27 The proposed dwellings and associated structures would be contained within the village boundary outside of the Green Belt. The dwellings would therefore result in no unacceptable impact upon the openness of the Green Belt. Whilst the gardens would be within the Green Belt and the development would result in the addition of fencing in order to partition the plots, it is considered that the change of use from paddock to garden would result in limited harm to the purposes of the Green Belt.
- 5.3.28 In this case, it is considered that the harm identified would be outweighed by the acceptability of the proposal when taken as a whole. The proposed development would be of a good design, not result in any unacceptable impact upon neighbouring amenity, provide sufficient parking and a good standard of amenity for future occupiers. Furthermore, it is considered reasonable to include a condition in this case removing permitted development rights that would give the Local Planning Authority some control over future development that might take place within the residential gardens of the properties.
- 5.3.29 Given the above, it is considered that the proposed development would result in no unacceptable impact upon the purposes of the Green Belt in this location. The development is therefore in compliance with both local and national planning policies.

5.4 Conclusion

- 5.4.1 The proposed development is considered acceptable and are considered to comply with the necessary provisions of both the existing and emerging Local Plan policies and the National Planning Policy Framework. Grant conditional permission.

5.5 Alternative Options

- 5.5.1 None applicable

5.6 Pre-Commencement Conditions

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

6.0 Legal Implications

- 6.1 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.

4. (a) No development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:
- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
 - (ii) The results from the application of an appropriate risk assessment methodology.
- (b) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority.
- (c) This site shall not be occupied, or brought into use, until:
- (i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.
 - (ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.
- (d) Any contamination, other than that reported by virtue of condition (a) 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.

5. Prior to occupation, each of the our dwellings shall incorporate one 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.

6. The development shall not begin until full details of all proposed construction vehicle access, movements, parking arrangements and wheel washing facilities have been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall also include details of the means of recycling materials, the provision of parking facilities for contractors during all stages of the development (excavation, site preparation and construction) and the provision of a means of storage and/or delivery for all plant, site huts, site facilities and materials shall also be included. The relevant details should be submitted in the form of a Construction Management Plan and the approved details are to be implemented throughout the construction programme.

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. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended no development as set out in Classes A, B, C and E of Part 1 of Schedule 2 to the Order, (or any subsequent Statutory Instrument which revokes, amends and/or replaces those provisions) shall be carried out without first obtaining 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.

8. Notwithstanding the approved plans, the following windows relating to the development hereby permitted shall be permanently glazed with obscure glass and fixed shut unless otherwise agreed in writing with the Local Planning Authority:

--First floor windows on Plot 01 side elevations;

Reason: To safeguard the privacy of the occupiers of neighbouring residential properties.

9. Prior to the commencement of the development hereby permitted, a Landscape and Ecology Management Plan must be submitted and approved in writing by the Local Planning Authority that demonstrates the future landscaping of the site including:

- a) which of the existing vegetation is to be removed and which is to be retained;
- b) the type, number and species of replacement nectar and pollen rich species and fruit and nut producing trees and shrubs;
- c) details of bird and bat boxes including their precise location within the site;
- d) the location and type of any new walls, fences or other means of enclosure and any hardscaping proposed;
- e) details of any earthworks proposed.

The approved landscaping details will be implemented on site unless otherwise confirmed in writing by the Local Planning Authority.

The bird/bat boxes agreed shall be installed on site no later than 6 months following the first occupation of the development and retained as agreed for perpetuity unless otherwise agreed in writing by the Local Planning Authority.

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

10. Prior to the commencement of the development hereby permitted, No development shall take place (including demolition, ground works, vegetation clearance) until a Reptile Method Statement is given to safeguard species from hazards resulting from:

--Groundworks and clearance of any potential reptile habitat including the field associated with the building.

--Clearance of existing or created shelter for reptiles on the development site.

The approved Reptile Method Statement shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority

Reason: To ensure that the habitat and interests of protected species are safeguarded having regard to relevant planning legislation.

11. Prior to the first occupation of the development hereby permitted the vehicular accesses (as shown on drawing number (Ref- 1416_A_2000, Rev- P7) and any other necessary highway works shall be completed in accordance with the Hertfordshire County Council residential access construction specification. Prior to use arrangements shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: In the interest of highway safety and traffic movement.

Proactive Statement:

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

Informative/s:

1. 1) 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).
 - 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>
2. In the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England.
 3. 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 sites. It should follow guidance from the Bat Conservation Trust and CIE 150:2003. Warm-white (long wavelength) lights with UV filters should be fitted as close to the ground as possible. Lighting units should be angled below 70° and equipped with movement sensors, baffles, hoods, louvres and horizontal cut off units at 90
 4. Any significant tree/shrub works or removal should be undertaken outside the nesting bird season (March to August inclusive) 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 two days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest.
 5. It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047 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
 6. 1) Code of Practice for Noise Control:

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.
 7. 2) Construction hours:

During the construction 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.