

<b>ITEM NO:</b>	<u>Location:</u>	<b>The Spinney, Heath Road, Breachwood Green, Hitchin, SG4 8PL</b>
	<u>Applicant:</u>	<b>Mr Marlow</b>
	<u>Proposal:</u>	<b>Residential development comprising of 3no.detached 4 bed dwellings, 4no. semi-detached 3 bed dwellings, 2no. terraced 2 bed dwellings and widening of existing vehicular access off of Heath Road.</b>
	<u>Ref. No:</u>	<b>17/01207/ 1</b>
	<u>Officer:</u>	<b>Tom Rea</b>

**Date of expiry of statutory period:** 05 July 2017

**Reason for Delay**

N/A

**Reason for Referral to Committee**

The site area for this application for residential development exceeds 0.5ha and therefore under the Council's constitution and scheme of delegation this application must be determined by the Planning Control Committee.

**1.0 Relevant History**

1.1 None relevant

**2.0 Policies**

**2.1 North Hertfordshire District Local Plan No.2 with Alterations (Saved Policies)**

Policy 2 - Green Belt.

Policy 26 - Housing proposals.

Policy 55 - Car Parking Standards.

Policy 57 - Residential Guidelines and Standards.

**Supplementary Planning Documents.**

Design SPD

Planning Obligations SPD

Vehicle Parking Provision at New Development SPD.

**2.2 National Planning Policy Framework**

Paragraph 17 'Core Planning Principles'

Section 1 - Building a strong, competitive economy.

Section 3 - Supporting a prosperous rural economy.

Section 4 - Promoting sustainable transport.

Section 6 - Delivering a wide choice of high quality homes.

Section 7 - Requiring good design

Section 9 - Protecting Green Belt land

Section 11 - Conserving and enhancing the natural environment.

### 2.3 **North Hertfordshire District Local Plan 2011-2031 Proposed Submission**

Policy SP2 'Settlement Hierarchy'  
Policy SP5 'Countryside and Green Belt'  
Policy SP9 'Design and Sustainability'  
Policy T1 'Sustainable Transport'  
Policy T2 'Parking'  
Policy SD1 'Local Plan Allocations'  
Policy D1 'Sustainable Design'  
Policy D3 'Protecting Living Conditions'

The Submission Local Plan has been submitted to the Secretary of State for the Environment on 9th June 2017 for examination.

The Submission Local Plan proposes a boundary around the village of Breachwood Green (including the application site) and to exclude the settlement from the Green Belt.

## **3.0 Representations**

### 3.1 **Kings Walden Parish Council:** Has resolved to make the following response:

The council does not object in principle to this development, subject to suitable conditions listed later.

The council does however object to the development on the grounds that the applicant has not proven the site is sustainable and safe to build upon.

The council is concerned that this site was until the last century used as a brickworks, that clay had been dug out but only recently infilled. The council is unaware of any permits for such landfill activity.

It was noted that the applicant had not provided a soil survey indicating what the subsoil was and whether the infilled areas were suitable for construction.

The council therefore believes that no development should take place until a soil survey is undertaken and the suitability can be demonstrated.

The council also believes a flood assessment should be provided as flooding in adjacent areas has been noted. One of the public representations spoke of subsidence in St Marys Rise. Another representation suggested that when houses in St Mary's Rise were constructed the original plan allowed for two more houses, on the proposed site, but that they were not built because the land was deemed unsuitable.

If the LPA is minded to grant permission, the council suggests several conditions:

- Hours of operation should be restricted to after school start and conclude before school end. Reason, to ensure safe passage of pedestrians and minimise disruption to parents taking and collecting children.
- A safe travel plan is prepared demonstrating how pedestrian and horse riders can pass the site safely.
- A section 106 agreement is signed which includes provision for the Parish Council to deliver those elements such as play areas not provided by the Local Authority.
- Weight restrictions are applied such that delivery lorries do not exceed the weight limits on the surrounding roads.
- A highways plan is published showing the impact on traffic at the junction of the site.
- The developer employs highways cleaning equipment to protect the highway and reinstates any damage caused to the highway or verges on the local roads leading to the development site.

- 3.2 **Hertfordshire Highways:** Does not wish to restrict the grant of planning permission. Recommends conditions and highway informatives.
- 3.3 **NHDC Environmental Health (Contamination):** Confirm that there is no objection in terms of air quality or land contamination. Recommends conditions.
- 3.4 **NHDC Environmental Health (Noise):** Considers that the noise mitigation measures as set out in the Noise Assessment are satisfactory. Recommends a condition and informative
- 3.5 **NHDC Landscape and Urban Design:** Notes the proposed landscape measures. Recommends a detailed landscape scheme condition.
- 3.6 **Hertfordshire Ecology:** Recommends a condition requiring a sensitive lighting plan and a biodiversity landscape plan.
- 3.7 **Hertfordshire Fire & Rescue Service (HCC):** Seeks the provision of fire hydrants
- 3.8 **Responses to Site Notice / neighbour consultation:**  
At the time of writing this report 26 responses from local residents have been received in favour of the development and 6 against.

Summary of responses in favour of proposals

- An obvious infill site for house without impacting on village life
- Great site as long as entrance to Heat Road is adequate
- Breachwood Green is in need of more homes
- Minimal visual impact / reasonable amount of houses on plot
- Offers the least amount of disruption
- Adequate parking provided
- A sympathetic expansion of the village
- Encourage development here rather than on land used by the community
- Self-contained and good access onto Heath Road

Summary of responses against proposals

- Loss of privacy
- Trees removed with adverse impact on wildlife
- Vegetation should be restored
- Noise and disturbance from construction / dust and pollution
- Lack of parking / local roads not designed for heavy traffic
- Village has a parking problem
- Will lead to further housing development
- No affordable housing that would benefit the community
- May have an adverse impact on health of existing residents

- 3.9 **CPRE England**  
Considers that the proposals are inappropriate development in the Green Belt. Not environmentally suitable and not a sustainable location. Recommend that the application should be refused permission.

**4.0 Planning Considerations**

**4.1 Site & Surroundings**

- 4.1.1 The application site is an irregular shaped site currently forming part of the curtilage of The Spinney, a two storey residential property located on the west side of Heath Lane in the village of Breachwood Green. The site (0.63 hectares or 1.55 acres) is relatively flat and has been largely cleared of vegetation with the ground cover comprising mainly compacted soil and hardcore. There are several storage buildings in the centre of the site and timber and firewood is stored in the central area. The site is enclosed by a 2 metre high closed boarded fence on the south,

west and eastern boundaries. The site is approximately 1 metre higher than the road level of Heath Lane. Vehicular access is to Heath Lane.

The whole of the settlement of Breachwood Green is currently designated as Green Belt in the North Hertfordshire District Local Plan No. 2 with Alterations (Saved Policies) 2007.

## 4.2 Proposal

4.2.1 The proposed residential development consists of the following:

3 detached four bedroom houses  
A terrace of 4 dwellings (2 x 2 bed and 2 x 3 bed houses)  
2 semi-detached three bedroom houses

New 5.5m wide access road off Heath Road. Provision of visitor parking and turning areas. Additional landscaping.

4.2.2 The application is supported by the following documents:

- Planning, Design and Access statement
- Preliminary Ecological Appraisal
- Drainage Strategy
- Arboricultural Impact Assessment
- Acoustic Assessment report

## 4.3 Key Issues

4.3.1 The key issues are the principle of the development, impact of the development on the character and appearance of the area, impact on living conditions, environmental considerations and access and parking.

### 4.3.2 The principle of the development

4.3.3 Policy 2 ('Green Belt') of the local plan states that the Council will aim to keep land open in character and only allow development that is appropriate in the Green Belt and which would not result in significant visual impact. The policy sets out the five purposes of Green Belts as set out in the now replaced PPG 2 (January 1998) which are very similar to the five purposes set out in the NPPF. The policy refers to potential other development that may be appropriate in very special circumstances but does not set out any criteria and therefore is only partly in conformity with the NPPF. The NPPF therefore is the key up to date policy guidance.

4.3.4 Paragraph 89 of the NPPF states that a local planning authority must regard the construction of new buildings as inappropriate development in the Green Belt and goes on to provide a number of exceptions to inappropriate development including the following:

***'Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan.'***

4.3.5 The application site is well contained with close boarded fencing on three sides, housing to the north and south and a well defined boundary to the east set by Heath Road. It is not on the edge of the village. I consider that the application site can be regarded as an infill site in the village and therefore consistent with bullet point 5 of Paragraph 89 of the NPPF as an exceptional to the normal presumption against inappropriate development in the Green Belt.

4.3.6 In terms of the new emerging local plan policy, Policies SP2 and SP5 are particularly relevant. The emerging local plan now has considerable weight given its submission to the Secretary of State pending its Examination in Public. Breachwood Green is identified as a Category A village within which development

will be allowed and the village is excluded from the Green Belt.

- 4.3.7 The application site, although designated Green Belt is not in open countryside. It's northern and southern boundaries face onto existing residential development. It is also flanked on its eastern boundary by Heath Road which serves the village to the north and south. The site is also a few minutes walk from local facilities in the village including primary school, pub and recreation ground. The development in my opinion does not conflict with the five purposes of the Green Belt as there is no sprawl of a built up area, there is no merger of neighbouring towns, the set back from the site boundaries helps to safeguard the countryside from encroachment, there is no historic character to consider and the site is not urban land that is derelict.

For all of the above reasons I consider that the proposed housing development is not inappropriate development in the Green Belt.

- 4.3.8 In view of the above characteristics of the site and the layout and scale of the proposed development I consider it would not be contrary to Green Belt policy - either under existing NPPF Green Belt policy under Paragraph 89 or emerging local plan policy in terms of Policies SP2 and SP5 and therefore there can be no objection in principle to this proposed development in my opinion.

#### 4.3.9 **Impact on character and appearance of the area**

- 4.3.10 The existing site is residential garden land with an adjacent residential property. It sits between residential property to the north and south. To the north development is mainly along Heath Road but also extends to the rear of the road frontage properties. St. Mary's Rise to the south is an in-depth development with a similar central access road as proposed. The development of the site in principle for a low density housing scheme would not, in my view, be at odds with the prevailing residential character of the area.

- 4.3.11 Breachwood Green has a variety of dwelling types and plot sizes. To the north are two storey terraces and detached dwellings whilst to the south are bungalows, two storey detached and semi-detached properties. Plot sizes vary. Some houses have no allocated parking. The proposed development of two storey dwellings would in my view be compatible with the adjacent two storey residential properties to the north and south and in general sympathetic to the grain and pattern of development in the village as a whole.

- 4.3.12 The density of the development is 14.3 dwellings per hectare which in my view is not excessive for this village location where there are higher densities. The density strikes a reasonable balance between maximising the development potential of the site and the need to provide adequate amenity space and car parking and provide a quality landscaped environment. The layout is such that the access road is provided between the existing dwelling at The Spinney and the new houses with all plots facing the access road and their residential gardens abutting existing gardens or open land to the west. Although a cul-de-sac development the layout provides good access to the existing footpath onto Heath Road which runs north - south. A 100 m or so to the north is public footpath 14 which is linked to several other footpaths around the village.

- 4.3.13 The retention of the large birch trees and hedgerow at the front of the site to Heath Lane acknowledges the importance of this landscaping in the street scene. All of the dwellings are set back from the various boundaries including plots 1 & 2 which are not forward of the building line established by Nos 2 and 12 St. Mary's Rise. The internal layout is such that all of the plots have their front elevations facing the access road and therefore present and a sense of place and arrival on entering the site.

4.3.14 The dwellings are largely traditional in form and design with some contemporary elements and materials. All of the dwellings have hipped roofs which help to reduce the massing and bulk of development and is generally reflective of the roof type in the area. I believe the design and appearance of the dwellings is of a form detailing that would not be out of character in the area.

4.3.15 Paragraph 64 of the NPPF states that ***'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'***. In view of the above analysis of the layout of the site I consider that this development has potential to integrate well with the surrounding pattern of development and that its relatively low density and scale would not be out of keeping. In summary I consider that the development will have an acceptable impact on the character and appearance of the locality and would be in compliance with paragraph 58 of the NPPF.

#### 4.3.16 **Impact on living conditions**

4.3.17 The proposed dwellings will have sufficient amenity space in accordance with Policy 57 standards and all of the properties will have either south or west facing rear gardens and therefore will benefit from good levels of daylight / sunlight. At least two parking spaces per dwelling will be provided and there is natural surveillance over parking areas and the entrance to the dwellings. There are secure close boarded fences along the western and southern boundaries. The access road is sufficiently wide to permit safe pedestrian access onto Heath Road. The layout provides opportunity for additional landscaping throughout the site. A noise survey has concluded that suitably selected and installed glazing (to meet BS 8233 WHO requirements) should protect residents from aircraft noise.

In view of the above aspects of the development I consider living conditions for prospective residents will be satisfactory.

4.3.18 Concern has been raised from St. Mary's Rise residents with regard to overlooking and loss of privacy. Whilst the new dwellings will be two storey the back to back distances between plots 3, 4, 5, 6 & 7 and the nearest houses in St. Mary's Rise will be between 24 - 27 metres which is considered acceptable by modern standards. A new hedge is to be maintained along the length of the southern boundary and some new trees are proposed.

Concern has also been expressed about noise and disturbance during construction. The Environmental Health officer (EHO) has recommended informatives be attached to any permission that advises during the demolition and construction phase that the guidance in BS5228-1:2009 (Code of Practice for noise Control on construction and open sites) should be adhered to.

In addition the EHO advises during the demolition and construction no activities should take place outside the following hours: Monday to Friday 08:00-18:00hrs; Saturdays 08:00-13:00 hours and Sundays and Bank Holidays: no work at any time.

In view of the above aspects and mitigation measures I consider that the development will not have an adverse effect on the living conditions of existing residents.

#### 4.3.19 **Environmental considerations**

The Parish Council has raised concern with regard to a number of environmental matters. With regard to the stability of the land following infilling and its suitability for development, this would be a matter controlled under the Building Regulations. No flood risk assessment is required for development sites of less than 10 dwelling units or under 1 hectare in site area and in any case this area is not within Flood Zones 2 or 3 which are areas with greater propensity for flooding. With regard to

traffic management the Highway Authority has recommended a construction traffic management plan and a construction method statement to control construction vehicles and protect amenity during working hours and an informative concerning working hours is required by the Environment Health officer. A full contaminated land condition is required by the Environmental Protection officer.

4.3.20 In terms of ecological matters the submitted preliminary ecological assessment states that the ecological value of the site is poor and this is recognised by the Councils ecological advisors. However remaining boundary trees will provide suitable habitat for bat roosting and the requirement for a lighting design strategy and biodiversity landscape plan will enhance the biodiversity of the site post construction.

4.3.21 The Council's EHO is satisfied with the conclusions and recommendations of the submitted acoustic survey in terms of mitigating / managing aircraft noise.

#### 4.3.22 **Access, parking and sustainability**

4.3.23 The vehicular access into the site would be via the existing access off Heath Road albeit upgraded to 5.5m wide carriageway with appropriate visibility spays. A footpath link is provided from Heath Road into the site where it then becomes a shared surface. The highway authority is satisfied with the with site access road in terms of alignment, width and ability to accommodate refuse and emergency service vehicles.

4.3.24 Traffic movements from this residential scheme will be low and Heath Road at the point of access is 5 metres in width with adequate sightlines in both directions. The Highway Authority have concluded that the proposal would not have an unreasonable impact on the safety and operation of the adjoining highways.

4.3.25 In terms of parking at least 18 dedicated off street spaces are provided and 3 unallocated visitor parking spaces which meets the minimum Supplementary Parking Document standards. The applicant has offered the provision of electric car vehicle charging points in each dwelling with cabling to charging points.

4.3.26 Breachwood Green is to be classified in the emerging plan as a Category A village. In terms of the settlement hierarchy this is one category below urban areas and reflects the provision of a range of facilities in such villages. In the case of Breachwood Green local facilities include:

- Breachwood Primary school
- Red Lion Public House
- Recreation Ground and Multi Use Games Area
- Village Hall
- Breachwood Green Baptist Church

In addition there is a shop and pub at Kings Walden. There are several businesses established in the village which provide local employment. The Number 88 bus service provides access to Luton and Hitchin.

Whilst the village is not a wholly sustainable location it has a level of facilities and services that can support some limited additional housing development hence its proposed category A designation in the emerging local plan.

#### 4.3.27 **Planning Obligations**

Following the Court of Appeal decision in May 2016 the National Planning Policy Guidance makes it clear that affordable housing and tariff -style Section 106 contributions should not be sought from developments of 10 dwellings or less. Therefore no affordable housing or financial contributions towards local services can be secured from this development.

#### 4.4 Conclusion

- 4.4.1 I consider that the development proposals are acceptable on the basis that it represents infilling development within a village that is in accordance with existing green belt policy and the emerging plan village hierarchy designation.

The details of this application demonstrate that this development will have a sufficiently high standard of environment and meet the sustainable development aspirations as set out in the NPPF. It will also provide much needed homes on a site which is deliverable and available and will contribute towards the districts housing needs in the short term. The development will integrate well with the surrounding pattern of development. Overall I consider this development to be in accordance with local plan policies and the Framework as a whole.

#### **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.**

4.
  - **No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.**

- **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:**
  - **A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;**
  - **The results from the application of an appropriate risk assessment methodology.**
- **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.**
- **This site shall not be occupied, or brought into use, until:**
  - **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.**
  - **A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.**
- **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.**

5. The noise mitigation measures relating to glazing and ventilation detailed in Sections 4.3 and 4.4 of "Planning Stage Acoustic Assessment Report, The Spinney, Breachwood Green, Hitchin" by RBA Acoustics, Report Reference 7783/EBF, dated 16 December 2017 shall be carried out and implemented as part of this development. Once implemented, the scheme of measures shall be maintained in accordance with the approved details.

Reason: to protect the residential amenities of future residents.

6. The development hereby permitted shall not be occupied until the proposed access has been constructed as identified on the in principle drawing number 05 revision D to the current specification of Hertfordshire County Council and to the local Planning Authority's satisfaction.

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

7. Before the access is first brought into use vehicle to vehicle visibility splays of 2.4 metres by 43 metres in a both directions shall be provided and permanently maintained. Within which there shall be no obstruction to visibility between 600 mm and 2.0 metres above the footway level. These measurements shall be taken from the intersection of the centre line of the permitted access with the edge of the carriageway of the highway respectively into the application site and from the intersection point along the edge of the carriageway.

Reason: To provide adequate visibility for drivers entering and leaving the site.

8. The gradient of the main access from Heath Road shall not be steeper than 1 in 20 for the first 15 metres from the edge of the carriageway.

Reason: To ensure a vehicle is approximately level before being driven off and on to the highway.

9. **Construction of the approved development shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway 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 construction vehicle numbers/routing of construction traffic and shall be carried out as approved.**

**Reason: To facilitate the free and safe flow of other traffic on the highway and the safety and convenience of pedestrians and people with a disability.**

10. **Prior to the commencement of development a Construction Method Statement shall be submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Statement.**

**The Construction Method Statement shall address the following matters:**

- a. Off site highway works in order to provide temporary access throughout the construction period, work shall be completed prior to the commencement of development, and reinstated as required;**
- b. Construction and storage compounds (including areas designated for car parking);**
- c. The Siting and details of wheel washing facilities;**
- d. Cable trenches within the public highway that affect traffic movement of existing residents;**
- e. Foundation works that may affect traffic movement of existing residents;**
- f. Cleaning of site entrances and the adjacent public highways and,**
- g. Disposal of surplus materials.**

**Reason: In the interests of highway safety, amenity and free and safe flow of traffic.**

11. Prior to occupation a “lighting design strategy for biodiversity” features or areas to be lit shall be submitted to and approved in writing by the local planning authority. The strategy shall:

a) Identify those areas/features on site that are particularly sensitive for bats and other nocturnal species that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specification) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

The development shall be carried out in accordance with the approved details.

Reason: In the interests of nature conservation and enhancement

12. Prior to the occupation of the dwellings hereby permitted a landscaping biodiversity plan 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: In the interests of nature conservation and biodiversity enhancement

13. Notwithstanding the details shown on the submitted plans full details of the hard and soft landscaping of the site including hardsurfaced materials and species of plants and / or trees to be planted shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the details approved.

Reason: In the interests of visual amenity.

14. Details of any fire hydrants, if required by the Statutory Fire Authority, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. The development shall be carried out in accordance with the approved scheme.

Reason: To ensure adequate fire infrastructure is provided

15. Prior to the occupation of the development hereby permitted, the nine residential properties 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.

### **Proactive Statement**

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

Informatives:

### Highway Informatives

HCC recommends inclusion of the following highway informatives to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980:

1. 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/transtreets/highways/> or call on 0300 1234 047 to obtain the requirements for a section 278 agreement for the associated road works as part of the development. This should be carried out prior to any development work is carried out.

REASON:

1. 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 0300 1234 047 to arrange a site visit to agree a condition survey of the approach of the highway leading to the development 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. Herts County Council may require an Officer presence during movements of larger loads, or videoing of the movements may be considered.

### Environmental Health informatives

#### 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)

- A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed termination point within a garage or an accessible enclosed termination point for future connection to an external charge point.
- The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF).
- 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.

## 2. Construction phase

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