DELEGATED FILE NOTE

CASE OFFICER: ...Tom Donovan.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
18/00516/FP	Erection of two 4-bed dwellings with associated landscaping and garaging to plot 3 (as amended by drawings 22435D/01H, 02D _ 03C and amplified by drawings 22435/05A and 06A received 25/04/2018).	Land South Of 40 Royal Oak Lane Pirton Hertfordshire SG5 3QT

Submitted Plan Nos

22435D/01H 22435D/02D 22435D/03C 22435D/04 22435D/05A 22435D/06A

1.0 Policies

1.1 **North Hertfordshire District Local Plan No.2 with Alterations**

Policy 6 – Rural areas beyond the Green Belt
Policy 16 – Archaeological Areas of significance and other Archaeological Areas
Policy 26 – Housing Proposals
Policy 55 – Car Parking Standards
Policy 57 – Residential Guidelines and Standards

1.2 **National Planning Policy Framework.**

Paragraph 14 ' Presumption in Favour of Sustainable Development'
Paragraph 17 'Core Planning Principles'
Section 1: Building a strong competitive economy
Section 4: Promoting sustainable transport
Section 6: Delivering a wide choice of high quality homes
Section 7: Requiring good design
Section 8: Promoting healthy communities
Section 11: Conserving and enhancing the natural environment
Section 12: Conserving and enhancing the historic environment

1.3 **Emerging Local Plan 2011-2031 (Approved by Full Council 11th April 2017).**

Strategic Polices:
SP1: Sustainable development in North Hertfordshire
SP2: Settlement Hierarchy
SP5: Countryside and Green Belt
SP6: Sustainable transport
SP7: Infrastructure requirements and developer contributions
SP8: Housing
SP9: Design and sustainability
SP13: Historic environment

Development Management Policies
T1: Assessment of transport matters
T2: Parking
D1: Sustainable Design
D3: Protecting living conditions
D4: Air quality
HE1: Designated Heritage Assets
HE4: Archaeology

1.4 **Supplementary Planning Document**

Vehicle Parking at New Development SPD September 2011

1.5 **Pirton Neighbourhood Plan**

PNP1: Meeting Local and Wider Needs
PNP2: Design and Character
PNP8: Heritage Assets and Archaeological Heritage
PNP11: Safety of Pedestrians, Cyclists, Equestrians and Motorists
PNP13: Car Parking

2.0 Site History

2.1 --15/02126/1: Erection of 3 dwellings comprising 1 x 3 bedroom; 1 x 4 bedroom and 1 x 5 bedroom dwelling with associated garaging, car parking spaces, landscaping and ancillary works (as amended by plans received 30/10/15, 02/12/15 & 08/12/15). Approved 03/02/2016.

--16/00492/1: Amendment to layout of plot 1. Amended plans received 13/04/16 & 26/04/16 (as Minor Material Amendment to Planning Permission 15/02126/1 granted 03/02/2016 and as amended by plan received 13 April 2016). Approved 24/05/2016.

--16/00646/1DOC: Discharge of Condition 3 (Plots 1 and 2) - Samples and/or details of materials for planning application 15/02126/1 granted 03.02.2016. Condition Part-approved/ discharged 09/05/2016.

--16/00765/1DOC: Discharge of Condition 4: Before any development commences on site, a detailed landscaping scheme for the development is to be submitted to, and approved in writing by, the Local Planning Authority. (as attached to planning permission reference 15/02126/1 granted 03/02/2016). Approved 28/06/2016.

--16/03010/1: Relocation of detached garage to Plot 1 (as a variation of planning permission reference 15/02126/1 and planning permission 16/00492/1). Approved 08/02/2017.

--17/00765/1: Planning permission granted for alterations to the approved scheme for Unit 3.

--17/04033/DOC: Discharge of Condition 3 of pp.17/00765/1: Materials condition.

--17/04370/S73: Planning permission granted for alterations to the approved scheme for Unit 3.

3.0 Representations

3.1 **Public Notice/ local residents**
A number of objections were received with the following concerns expressed:
--Overdevelopment of site;
--Contrary to neighbourhood plan;
--Access is insufficient for the additional house;
--Additional traffic and turning head would have an adverse impact on living conditions of properties on Royal Oak Lane;
--Potential noise and odour issues due to additional traffic;
--Poor pedestrian links;
--Scheme is out of character with the village and the houses in the immediate vicinity on Royal Oak Lane;
--Height, scale and size of proposed dwellings is out of keeping with the area;
--Harm to the conservation area;
--Loss of privacy;

--Dwellings would be overbearing;
--Houses are too close together and too near the boundary;

3.2 A number of responses were received in support of the proposal which I summarise the points included as follows:
--As there are already houses next to the plot the proposal would not impact the village negatively;
--Two smaller properties would give more variety to the housing stock;
--Development gives a cushion between Royal Oak Lane and the less attractive Cala Homes site;
--Properties are of a high standard and an attractive supplement to the village;
--Design would meet many aspects of the village design statement.

3.3 **Pirton Parish Council**
Objection based on the following:
--Concerns regarding the suitability of the driveway/access to serve a greater number of dwellings and the effect this additional traffic volume could have on the living conditions of neighbouring properties.
--Scheme fails to respect the rural character of Pirton Village and Parish and fails to reflect the character and density of dwellings in the immediate vicinity of the site contrary to PNP2.1.
--Adverse impact on the adjoining conservation area.
--Harm to the living conditions of neighbouring properties due to height and a resultant loss of privacy.
--No adequate footway and therefore pedestrian access is unsafe.

NB. In light of the objection from the Parish Council, Ward Councillors were consulted and given five days to confirm in writing whether they agreed with the Parish Council and wished for the application to be determined by the Planning Control Committee. Upon the expiry of the five day, none of the Ward Councillors had 'called-in' the application.

3.4 **Pirton Neighbourhood Plan Steering Group**
Comments including:
--Unsuitability of the main vehicular access for the increased traffic;
--Adverse impact on properties in Royal Oak Lane due to increased traffic;
--Poor footway connection between the site and Royal Oak Lane;
--Proposal is contrary to the Pirton Neighbourhood Plan;
--Inadequate access for refuse and larger vehicles;
--Impact on the adjacent conservation area.

NB. It has been called into question as to whether the Pirton Neighbourhood Plan Steering Group (PNPSG) is actually a statutory consultee. In accordance with Section 61F of the T&CPA 1990, the PNPSG are not the qualifying body as this defers to the Parish Council. The PNPSG are therefore not a statutory consultee.

3.5 **HCC Highways**
No objection subject to recommended conditions.

3.6 **Herts Ecology**
No response received.

3.7 **Waste**
No objection subject to recommended condition.

3.8 **Landscape and Urban Design Officer**
Comments summarised as follows:
--Both properties would be situated on a plot not much larger than the individual plots of the other properties accessed off the private drive.
--Overdevelopment of the site due to the footprints in relation to the size of the site, limited distance between properties, proximity to boundary.
--A better scheme would be the erection of a single dwelling.

3.9 **HCC Historic Environment Team**
No objection.

3.10 **NHDC Environmental Protection**
No objection subject to recommended condition requiring the provision of an EV charging point.

4.0 Planning Considerations

4.1 Site and Surroundings

4.1.1 The application site is positioned on the east side of the village, lying to the rear of numbers 26-34 Royal Oak Lane and to the south of no.40. It is accessed via the existing driveway serving nos. 38 and 40.

4.2 Proposal

4.2.1 Erection of two 4-bedroom dwellings with associated garaging and landscaping.

Of the two, Plot 3 is to be sited to the east and is the larger of the two properties. I would describe the property as a two storey property with accommodation built into the roof and served by several rooflights and feature dormer windows: two to the front and one to the rear. Essentially the design would have a simple pitched roof design with gable ends and a pitched roof two storey rear projection. The property is to be somewhat characterised by the addition of a large chimney to the western-end gable elevation and a further one to the rear gable. Plot 3 is to be served by a simple pitched roof car port which would have car parking for two cars.

During the course of the application this unit has been reduced through the removal of a link between the main house and the car port.

4.2.2 Of the two, Plot 4 would be sited closest to the boundary with the properties on Royal Oak Lane. This property would have a similar height to Plot 3 but would be quite a lot smaller in terms of its overall footprint. It too would be a two storey dwelling but with accommodation in the roof. The property would have a similar form and style to Plot 3 with the pitched roof and two storey gable projection to the rear. As with Plot 3, a large chimney is proposed to be positioned to the gable end.

During the course of the application this unit has been reduced significantly in terms of the size of the rear projection whilst the previously proposed garage has also been removed.

4.2.3 A materials schedule has been included in the application confirming the full extent of all of the proposed materials. Basic landscaping proposals have been submitted but I would like further clarity and have therefore recommended a condition.

4.3 Key Issues

4.3.1 The key issues for consideration are as follows:
--Whether the principle of the proposal development would be acceptable;
--The acceptability of the design and its impact upon the character and appearance of the area.
--The effect upon the living conditions of neighbouring properties.
--Whether the proposal would provide an acceptable standard of accommodation.
--The effect upon on the historic environment.
--The effect upon the safe operation of the adjacent highway.
--The effect upon the ecological and environmental value of the area.

4.3.2 Principle
The principle of residential development on the site has previously been accepted under application reference 15/02126/1 although it must be noted that this permission granted consent for a single, larger residential unit and detached garage on the application site. In any case, it would be wise to discuss the policy situation in a little more detail.

4.3.3 *Saved Local Plan*
Under the Saved Local Plan, Pirton is affected by two land-use policies. Development within the defined settlement boundary is to be judged under Policy 7 (*Selected Villages beyond the Green Belt)* whilst development beyond the boundary is to be judged under Policy 6 *(Rural Areas beyond the Green Belt).*

4.3.4 The application site is located outside of the defined village boundary as indicated on the proposals map that relate to the Saved Plan. However, the decision to approve residential on the site in 2015 was done so essentially on the basis of two main issues:

1) A large housing development on an adjacent site to the East of the application site was recommended for approval and, if granted, this site would therefore sit within the village envelope.

2) At the time of granting consent, the Council could not demonstrate a five year supply of housing. In such cases, paragraph 14 of the Framework advises a presumption in favour of approving development unless the adverse impact of doing so would significantly and demonstrably outweigh the benefits. The Council believed that the adverse impact of the development would not outweigh the benefits.

4.3.5 *Five Year Supply of Housing*
To clarify the situation, the Council is not currently able to demonstrate that it has a five year supply of housing. As such, the presumption in favour of granting development as discussed in paragraph 4.3.4 of this report remains relevant in the consideration of this application.

4.3.6 *Emerging Local Plan*
In the Emerging Local Plan, the application site and the adjacent site to the east are proposed to be included within the settlement boundary. Strategic Policy SP2 regards Pirton as a Category 'A' village and therefore general development within this defined boundary is allowed. The principle of residential development on the site is therefore accepted under the Emerging Local Plan.

4.3.7 *Pirton Neighbourhood Plan*
Pirton Neighbourhood Plan accepts the defined settlement boundary as indicated

in the Emerging Local Plan and therefore, in line with paragraph 1.1 of PNP1, residential development proposals will be supported subject to the other criteria in the Policy.

4.3.8 The proposal is compliant with PNP1 in all respects bar paragraph 1.3 which requires new housing to have *'regard to the need of young families looking for 2/3 bedroom properties which may include semi-detached and terrace housing'.*

4.3.9 This proposal is for two large four bedroom houses whilst the original proposal was for a single four bedroom dwelling, although, a glance at the floor plan indicates that the property would essentially have five bedrooms. As such, given the previous permission that exists on the site, one is faced with somewhat of a quandary in terms of how reasonable it would be to strictly apply criterion 1.3 given the previous consent that exists. In my mind, the provision of two four bedroom dwellings would have a greater degree of consistency with criterion 1.3 of PNP1 than the erection of a single five bedroom dwelling which would inevitably be built as the fall-back position. I therefore consider that the proposal would be compliant with PNP1 subject to a justified relaxation of criterion 1.3.

4.3.10 Design and appearance

The site is located to the rear of several properties on the east of Royal Oak Lane and would form part of the development which is currently being undertaken on the site. Royal Oak Lane features a fairly diverse range of property types and sizes whilst the size of individual plots also varies quite significantly. It appears that this particular development has been designed to relate to the larger detached properties which are set to the rear and south-east of no.36 Royal Oak Lane.

4.3.11 The Urban Design and Landscape Officer provided me with a comment within which she suggests that the proposal represents an over-development of the plot. To some degree I agree with this view and have negotiated a reduction in the footprint of both plots. I am minded to consider the large footprint of Unit 3 as previously consented and I fail to see how these reduced proposals represent over-development of what is a fairly significant plot. Moreover, one must recognise the wider context of development which has been permitted in the vicinity during the last 2-3 years which includes development of a far greater density than that sought here. Drawing 22435D/05 demonstrates this fairly succinctly and shows how the proposed development would relate appropriately in terms of density and the wider urban grain.

4.3.12 The Pirton Neighbourhood Plan Policy PNP2 deals with Design and Character. In my view the proposal would largely comply with the requirements of Policy PNP2, however, as is the situation often with design factors, there is likely to be a degree of subjectivity. In particular, Policy PNP2 2.1 requires new development to

"*Recognise, respect and reinforce the distinct local, rural character of both Pirton Village and Parish (as set out in the Character Assessment at Evidence Base 1) in relation to height, scale, spacing, layout, orientation, design, design detail, and building materials, with particular consideration given to these elements reflected in dwellings in the immediate vicinity of the proposed development."*

This site is a little awkward with regards to the application of the recently adopted Pirton Neighbourhood Plan. Planning permission exists on the site and the two adjacent plots have been fully constructed. My view throughout has been that any buildings on this particular site should be related to the two previously built plots which in turn should bear some relationship with the larger properties served by the

access road. It is therefore my subjective opinion that the proposal does reflect elements of dwellings in the immediate vicinity of the proposed development and is therefore compliant with Policy PNP2 2.1

Referencing the same Policy, a requirement in Policy PNP2 2.3 is that density should relate to the prevailing density. Again, I feel like that has been achieved here given the size and scale of the adjoining properties.

4.3.13 In my view the proposed dwellings would have an acceptable design which would relate to units 1 and 2 which have already been built and would have an acceptable impact within the immediate and wider context of the site.

4.3.14 Impact on the living conditions of neighbouring properties
The revised proposal would have no greater impact on the living conditions of the property immediately to the north which has already been built. I therefore raise no objection to this proposal in this regard.

4.3.15 It has previously been considered that the larger 5 bedroom detached dwelling would not impact negatively upon the living conditions of any of the properties that lie to the west of the application site on Royal Oak Lane. However, I note that the larger detached property is permitted to be located closer to the rear boundaries of the properties on Royal Oak lane and therefore the revised scheme is actually likely to have less impact. A first floor window is proposed to be located on the west-facing flank elevation of the property however this will be conditioned to be obscure glazed in order to ensure that privacy for the gardens of the properties in Royal Oak Lane is maintained.

4.3.16 The proposal would involve an intensification of the site as the number of residential units proposed would increase from 3 to 4 (plus the existing residential units) and as such, there will inevitably be some additional vehicle movements. However, the extent to which this would cause harm to residents is debatable as 1) the number of additional vehicle movements caused by one additional dwelling is likely to be negligible, 2) due to the residential use, it is unlikely that this would involve any greater frequency of larger vehicles which inevitably are louder, and 3) service vehicles such as bin lorries will not need to make any additional trips beyond what would otherwise be required. I do not therefore consider that any additional traffic that would be caused as a result of the additional residential unit would be harmful to the living conditions of neighbouring properties.

4.3.17 The historic environment: impact on Pirton Conservation Area
The conservation area boundary runs alongside the western edge of the application site and therefore the site is outside of the conservation area. In my view, the site currently makes a limited contribution to the character of the conservation area despite its proximity to it and as such I do not consider that the proposal would occasion any harm to its setting. With regards to our legislative obligations the proposal would preserve the character and appearance of the Pirton Conservation Area in line with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

4.3.18 The historic environment: impact on the archaeological record
I have been made aware of archaeological evaluations that have recently taken place on the site. The outcome of these investigations was that the low density and perceived significance of any features found negated the requirement for any further archaeological work. The proposal is therefore unlikely to have a significant impact on the archaeological record.

4.3.19 Impact on highway safety

The proposed development would be served by the existing access which is located between nos.34 and 36 Royal Oak Lane. No objection is raised on highway safety grounds. It is noted that the vehicular access would serve 6 properties (rather than the 5 referenced in the HCC Highways consultation response) however, I am satisfied that the proposal has been considered based on the scheme as submitted and agree with my highways colleague that the proposal would not lead to any adverse impact on the safe operation of the highway.

4.3.20 Car parking

Policy PNP13 sets a higher standard than the Council's Vehicle Parking SPD which only requires a minimum of 2 car parking spaces for a dwelling with 2+ bedrooms. Policy PNP13 set a standard for larger housing (3 bedrooms or more) to be provided with a minimum of 3 car parking spaces.

4.3.21 The proposal indicates that each property would have a minimum of four car parking spaces and therefore over-delivers with regard to the higher standard required in Policy PNP13.

4.3.22 Pedestrian links

Policy PNP11 requires development proposals to have, inter alia, safe pedestrian access and demonstrate safe pedestrian links to the principal village facilities. The nature of the existing vehicular access is such that pedestrians have to share the vehicular access as there is no space for a dedicated footway. However, the vehicular access is a private access road and would serve only a small number of properties and as such, the likelihood of vehicles and pedestrians coming into conflict on the narrowest section is low. Perhaps more to the point, there is not a dedicated pedestrian access on either side of Royal Oak Lane where the vehicular access discharges. As such, even if a pedestrian link was able to be secured to the edge of Royal Oak Lane, there is no feasible way to link it to a wider pedestrian network. In my view, limited harm would be caused by this lack of a clear pedestrian link.

4.3.23 Environmental protection: contaminated land

There are no contaminated land issues that require attention. However, the Council's EP team have recommended an informative to provide details of who to contact should evidence of contamination be found.

4.3.24 Environmental protection: air quality

Each property is proposed to have one electric vehicle charging point per property in line with the recommendations by the Council's EP team. During the course of the application the scheme has been amended to remove the detached garage from Plot 4 and therefore it is not suitable to apply this condition to this Plot. I therefore recommend that an EV charging point is secured by condition for Plot 3 only.

4.3.25 Environmental protection: construction noise

Due to the proximity of the application site near to neighbouring residents, it is considered appropriate to attach a condition restricting hours of construction to less sensitive times. Recommended hours are 0800-1800 Monday to Friday, 0800-1300 Saturdays, and no working Sunday's or Bank Holiday's. A construction management plan is also required to be submitted and agreed prior to commencement.

4.3.26 Planning obligations
Due to the scale of development developer contributions are not required.

4.4 **Conclusion**

4.4.1 Having had regard to the relevant policies contained with the Saved Local Plan, the Pirton Neighbourhood Plan, the Emerging Local Plan 2011-2031, the Framework and all other material planning considerations, it is my view that the benefits of granting planning permission outweigh any of the noted adverse impacts. As such, my recommendation is that planning permission is **GRANTED**.

4.5 **Alternative options**

4.5.1 None applicable.

5.0 Recommendation

5.1 Planning permission is **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. 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 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: To minimise danger, obstruction and inconvenience to users of the highway.

4. Prior to the first occupation of the development hereby permitted the following details

are to be submitted and approved in writing by the Local Planning Authority:

a) which, if any, of the existing vegetation is to be removed and which is to be retained;
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 new walls, fences or other means of enclosure and any hardscaping proposed;
d) details of any earthworks proposed.

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

5. The approved details of landscaping shall be carried out before the end of the first planting season following either the first occupation of any of the buildings or 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.

6. The materials approved for use on the development are those contained within the Material Schedule for Planning Approval dated 15/02/2018 unless otherwise approved in writing by the Local Planning Authority. The approved materials will be implemented as approved.

Reason: To ensure that the completed development has an acceptable visual appearance.

7. The window at first floor level on the west-facing flank elevation of the development hereby permitted shall be permanently glazed with obscure glass and will be permanently fixed shut unless the parts of the window that can be opened are 1.7m above the floor level of the room within which the window is installed.

Reason: To safeguard the privacy of the occupiers of adjacent dwellings.

8. Prior to the first occupation of the dwellings hereby permitted, the car parking facilities shown on approved plan 22435D/06A shall be marked out and made available, and shall thereafter be kept available solely for the parking of motor vehicles.

Reason: To ensure the provision of satisfactory car parking facilities clear of the public highway to meet the needs of the development.

9. Prior to the first occupation of the dwellings hereby permitted, the turning head shown on approved plan 22435D/06A shall be provided and made available, and shall thereafter be kept available solely to enable vehicles to manoeuvre safely and leave the site in forward gear.

Reason: To ensure that the proposal would not cause any harm to the safe operation of the adjacent highway.

10. Hours of construction shall be restricted between the hours of 0800-1800 Monday to Friday, 0800-1300 on Saturdays, and no working on Sundays and Bank Holidays.

Reason: To protect the living conditions of the neighbouring properties during the course of the building of the development.

11. Prior to the first occupation of Plot 3 hereby permitted, an Electric Vehicle (EV) ready domestic charging point shall be installed as indicated on drawing 22435D/01H and permanently made available.

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 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) EV Charging Point Specification:
The 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).

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.

2) Land contamination
The applicant is advised that whilst the council has no positive evidence to suggest that

the site is contaminated, it is the developer that is responsible for ensuring that the development is safe and suitable for use for the purpose for which it is intended. Therefore, if any contamination is suspected during the development of the site this should be notified to the Local Planning Authority as soon as practicable.

3) Construction
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.

Signed  Simon Ellis Determining Officer	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Date: 11 May 2018	