

DELEGATED FILE NOTE

CASE OFFICER: ...Tom Rea.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
25/02332/FP	Erection of one self-build dwelling including cycle storage; landscaping and parking (as amended by drawing nos. 02C, 03C _ 04B received 14.10.2025)	1 High Street Graveley Hitchin Hertfordshire SG4 7LE

Submitted Plan Nos

ROG/25/01 ROG/25/02C ROG/25/04B ROG/25/03C ROG/25/03

1.0 **Planning Policy**

1.1 North Herts Local Plan 2011 - 2031

Policy SP1: Sustainable Development in North Hertfordshire
Policy SP2: Settlement Hierarchy and Spatial Distribution
Policy SP5: Countryside and Green Belt
Policy SP6: Sustainable Transport
Policy SP8: Housing
Policy SP9: Design and Sustainability
Policy SP10 - Healthy Communities
Policy SP11: Natural Resources and Sustainability
Policy SP13: Historic Environment Policy
Policy T1: Assessment of Transport Matters
Policy T2: Parking
Policy D1: Sustainable Design
Policy D3: Protecting Living Conditions
Policy D4: Air Quality
NE4: Biodiversity and geological sites
Policy HE1: Designated Heritage Assets
Policy HE4: Archaeology

1.2 National Planning Policy Framework (NPPF) (December 2024)

Section 2: Achieving sustainable development
Section 4: Decision making
Section 5: Delivering a sufficient supply of homes
Section 8: Promoting healthy and safe communities
Section 9: Promoting sustainable transport
Section 11: Making effective use of land
Section 12: Achieving well-designed places
Section 13: Protecting Green Belt land
Section 14: Meeting the challenge of climate change, flooding and coastal change
Section 15: Conserving and enhancing the natural environment
Section 16: Conserving and enhancing the historic environment

1.3 Supplementary Planning Documents

Sustainability SPD (2024)
Developer Contributions SPD (2022)
Vehicle Parking at New Development SPD (2011)
Design SPD (2011)

1.4 Graveley Neighbourhood Plan

There is no made Neighbourhood Plan for Graveley Parish

2.0 **Site History**

2.1 16/03008/1HH: Vehicular access from High Street. Granted

2.1 18/02410/FPH: Two storey rear extension. Granted

2.2 20/00743/FPH: Two storey rear extension. Granted

3.0 **Representations**

3.1 Site Notice / Adjacent occupiers: Letter from No. 3 High Street raising no objections

3.2 Graveley Parish Council : Advises that Graveley Parish Council voted no objection to this planning application. Requests that Conservation officer is consulted. The house will be visible High Street and the footpath.

3.3 Hertfordshire Highways: Advises 'Does not wish to restrict the grant of permission subject to a condition and informatives'

3.4 NHDC Ecologist: Advises no ecological objection. Biodiversity Net Gain is not mandatory as the proposal is a self build scheme. Suggests an ecological enhancement plan condition.

3.5 NHDC Conservation officer:
Raises no objections to the proposals.

3.6 NHDC Environmental Health:
☐ Land Contamination – recommends a condition
☐ Noise – no objections
☐ Air Quality – recommends an EV charging condition

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 The application site consists of part of the current garden and parking area to the south and rear of No. 1 High Street, Graveley a two storey residential property. The land slopes down to the western boundary but is flat where it meets the High Street. There is an existing vehicular access onto High Street.

4.1.2 The site is within the Green Belt but forms the last house of several properties running south of the High Street out of the village. Graveley is a Category 'A' village in the North Herts Local Plan and the application site is approximately 100 metres south of the village boundary.

- 4.1.3 No. 1 High Street and part of its side garden is located within the Graveley Conservation Area whereas the remaining part of the application site (approximately two thirds) lies outside of the Conservation Area.
- 4.1.4 The nearest listed buildings are the George & Dragon Public House 100m to the north, Ponside Cottage 115 metres to the north west and a milestone 45 metres to the north east on the opposite side of High Street.
- 4.1.5 The site is not within an archaeological area of interest and is located with Flood Zone 1

4.2 **Proposal**

- 4.2.1 The proposal is to erect a detached two storey dwelling on land which currently forms the residential curtilage of No. 1 High Street, The proposed dwelling and its curtilage would be immediately to the south of the existing property. The proposed dwelling would be two storeys and contain 3 bedrooms , living room, dining room and kitchen and would have two parking spaces at the front sharing an existing vehicular access with No. 1 High Street. The proposals include full landscaping details which include the maintenance of the existing hedgerow around the site as well as new planting.

4.3 **Key Issues**

4.3.1 **The principle of the development**

- 4.3.2 Although there are houses to the north and development has been approved to the south the site is outside of any settlement boundary identified in the North Herts Local Plan (NHLP) and is within the Green Belt.
- 4.3.3 Paragraph 142 of the Framework attaches great importance to Green Belts. It states the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and identifies the essential characteristics of Green Belts are their openness and their permanence.
- 4.3.4 Policy SP5 ('Countryside and Green Belt') of the NHLP states that the Council '*will only permit development proposals in the Green Belt where they would not result in inappropriate development or where very special circumstances have been demonstrated*' and this policy reflects paragraph 153 of the National Planning Policy Framework (NPPF) which resists inappropriate development in the Green Belt.
- 4.3.5 Paragraph 154 of the NPPF does set out various forms of development that are an exception to inappropriate development and this includes criterion e) limited infilling in villages.
- 4.3.6 Whether the development could be considered infilling in a village
- 4.3.7 The terms 'limited', 'infilling' and 'village' are not defined in the NPPF or the NHLP. Graveley clearly meets the definition of village with its size and level of facilities (it has two pubs, school, village hall and church) and is formally designated as a category A

village in the North Herts Local Plan. The site itself is just outside of the village boundary however looking at the physical evidence on the ground the application site forms a natural extension of the linear development south of the village. The site also has the characteristics of a village location due to the proximity of No. 1 High Street, existing boundary treatments, street lighting and the public footpath leading past the site into the village as well as on street parking in front of the site. In addition, the site is north of the 'Welcome to Graveley village' highway signpost. All these features of the site and its immediate surroundings provide a strong perception that the site is part of Graveley village in practice and therefore it is reasonable to assume that the application site should be considered as within a village for the purposes of an assessment under paragraph 154 e) of the NPPF.

- 4.3.8 The net question is whether the development could be considered 'infilling'. A commonly stated definition of infilling is '*the infilling of a small gap in an otherwise built up frontage*'. In this case the application site is part of a linear frontage and is built up with No. 1 immediately to the north and a new affordable housing development approved (and commenced) immediately to the south. Furthermore, the development is within the confines of an existing residential site (i.e. No. 1 High Street). Give these circumstances I consider that the site could be considered as an 'infilling' site.
- 4.3.9 Finally it must be considered as to whether the proposed development can be regarded as 'limited'. Appeal decisions have shown that 'limited' can be taken to mean one or two dwellings or even more, dependent on the context of the site. In this case only one dwelling is proposed on a relatively narrow site and therefore could easily be considered to pass the 'limited' test in my view.
- 4.3.10 In summary, it is considered that the proposed development can be considered as being within the village of Graveley as judged on the ground, meets the definition of infilling due to development on two sides at least and is limited given the proposal is for one dwelling only. Therefore the proposed development meets paragraph 154 e) of the Framework and is not inappropriate development.
- 4.3.11 Whether the site could be regarded as Grey Belt land
- 4.3.12 The Framework defines 'grey belt' as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143, and excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.
- 4.3.13 The application is not in a built up area and has some hardsurfacing on it and therefore could be classified as previously developed or 'any other land'. As the site is contained by development on two sides and is within a linear frontage the development would not result in the unrestricted sprawl of large built-up areas, the merging of towns, nor affect the setting and special character of historic towns. Therefore it must be concluded that the site does not strongly contribute to purposes (a), (b) and (d) of paragraph 143 of the Framework. In addition, the proposal would not significantly affect areas or assets in footnote 7 of the Framework (other than Green Belt). An assessment of the impact on heritage assets is given below. The proposal, in my opinion, would therefore utilise grey belt land.

- 4.3.14 The density of the development would be similar to the prevailing density of development in the locality and the street scene drawing (ROG/25/04B) demonstrates that the scale, spatial quality and visual impact of the scheme would be similar to that of No. 1 and the houses to the north as well as the approved development to the south. There would however be built form across the site where there currently is none and this would be in addition to hardstanding and domestic features that would intensify the use of the site. The spatial impact of the development on Green Belt openness would therefore be greater than the existing relatively undeveloped nature of the site and there would be a greater visual impact.
- 4.3.15 The site is screened to some extent by boundary vegetation along the eastern (frontage) north and south boundaries. Views of the development would be mainly experienced from passing vehicles and pedestrians but in terms of long distance views towards the village the development would be subsumed against the backdrop of existing residential development.
- 4.3.16 It is acknowledged that the spatial and visual impacts of the development would result in some moderate harm to openness. However, the development would utilise grey belt land and would not fundamentally undermine the purposes, taken together, of the remaining Green Belt across the planning authority's area. Therefore, the proposal would comply with criterion (a) of Framework paragraph 155.
- 4.3.17 North Herts District Council cannot demonstrate a five-year supply of housing delivery. The Council's Five Year Housing Supply Update (November 2025) sets out that the Council can only demonstrate a 2.6 year supply of housing land. Consequently, for the purposes of criterion (b) of Framework paragraph 155, there is a demonstrable unmet need for the type of development proposed.
- 4.3.18 There is a regular bus service through the village and the facilities within the village can be accessed on foot (school, pubs, village hall, recreation ground). The larger shopping facilities at Corys Mill (Sainsburys supermarket and petrol station) can also be accessed on foot or by a short cycle ride although it is accepted that many journeys in and out of the village are made by the private car. However, paragraph 110 of the Framework recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas.
- 4.3.19 There would be only a limited number of vehicular movements associated with the proposed single dwelling and sufficient parking can be provided on site and the highway authority do not object to the development. It would seem that the proposal would not have any significant impacts on the capacity of the transport network, congestion, or highway safety.
- 4.3.20 Given the above the proposal would be in a sustainable location, as required by criterion (c) of Framework paragraph 155, that fulfils the requirements of paragraphs 110 and 115 of the Framework.
- 4.3.21 As set out above, the proposal would utilise grey belt land, there is a demonstrable unmet need for housing, and the development would be in a sustainable location. The Golden Rules are not applicable. The proposal would therefore satisfy criteria (a)-(d) of paragraph 155 of the Framework. Consequently, the proposed development would not

be inappropriate development within the Green Belt and the development must be considered acceptable in principle in my view.

4.3.22 Impact on character and appearance

4.3.23 The pattern of development in this part of Graveley is mainly linear with most development comprising detached or semi-detached dwellings fronting the High Street although there is some in depth development extending the settlement behind the built frontage towards the centre, particularly to the west. The proposed development would fit with the immediate linear, mainly residential context of this southern edge of the village.

4.3.24 Most of the dwellings have parking located towards the front of the plots facing High Street set behind walls and hedgerow. The properties along High Street are mostly two storey and vary in age however most display traditional architectural features such as gable roofs and projecting gables, decorative timber framing and chimneys. Common external material include plain roof tiles, red brickwork and painted render. The host dwelling at No. 1 does have some cladding. Finished floor levels and the ridge height of the adjacent property is shown on the submitted section drawing.

4.3.25 The development proposal would be consistent with the linear character of the village. The dwelling would follow a similar building line and be of a similar two storey scale as the dwellings to the north. The proposed dwelling will present its main elevation to the road in keeping with other dwellings in the vicinity with a parking area set behind an existing hedgerow feature plus additional tree planting. In terms of design the dwelling would follow the gabled roof form of several of the older houses located along both sides of the High Street and would use similar materials and architectural features.

4.3.26 The current undeveloped nature of the site is mainly experienced by passing traffic and pedestrians. However, the site has no particular landscape features being mainly garden land with surrounding hedgerow. Overall there would be some diminishment of the open character of the site however the proposed development, being sited alongside No. 1 High Street, would have limited urbanising influence on the character and appearance of the area. Considering the current built and approved residential form either side of the site together with the existing street lamps, footpath and road infrastructure it is considered that the proposals would not be in conflict with Local Plan Policies SP9 and D1 which support development that is well designed and responds positively to its local context.

4.3.27 Sustainability

4.3.28 The application site is in a semi-rural location where the range of shops or other facilities in the village is relatively limited. However, the site is close to the Corys Mill area of Stevenage with its large Sainsbury's, hospital and schools. There is also a bus service through the village and a footpath connection into Stevenage. The Framework recognises that transport solutions will vary between urban and rural areas. On this basis, the development would be in a sustainable location having particular regard to paragraphs 110 and 115 of the Framework.

4.3.29 Impact on heritage assets

- 4.3.30 The LPA is required by section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 and the Framework to have special regard to the desirability of preserving the setting of listed buildings and conservation areas when exercising planning functions. Considerable importance and weight must be given to the desirability of preserving the significance of heritage assets and there is a strong presumption against the grant of permission for development that would harm an assets heritage significance.
- 4.3.31 As highlighted by the Conservation Officer the Graveley Conservation Area has two distinct character areas – i.e. mainly modern development west of the High Street and the more traditional rural area to the east of High Street. The Conservation officer advises as follows:

'The application is centred on the western part which is dominated by a wide High Street and predominantly a linear pattern of development. The wide High Street does enable open and distant views through the conservation area which has a diverse range of architectural styles. The eastern side of conservation area is evidently more rural due to its sparser development whilst the western side is linear in its development character. The proposal seeks to erect a new dwelling on the western part of the conservation with a small portion of the development sited within the conservation area and given the building pattern on this side as already described the principle of a new dwelling is considered to be supportable. There are key views identified in the character statement but no particular emphasis on open spaces. The identified key view 1 is the most relevant to the proposal. However, this view is from the south of the conservation area on the High Street looking north focussing on the width and openness of the High Street rather than the development pattern. The proposal is considered not to cause harm to this view given the character of development on this side (west) of the conservation area and its set back from the main road. The scale of the proposed new dwelling is not out of character given the diverse mix of styles, fabrics between the two character areas. In summary the proposal is considered to cause less than substantial harm at the lowest end of the spectrum for the reasons stated above'

- 4.3.32 I would agree with the Conservation Officers conclusions and that of the submitted heritage statement that the new dwelling will add to the wide range of architectural styles in this part of the CA ensuring that the contribution of the site to the special character of the CA remains and that overall, the scheme is sensitively designed minimising its impacts upon the Graveley Conservation Area.
- 4.3.33 The development will have no impact on the nearest listed buildings given their distance sited away from the application site. The site is not within in an area of archaeological sensitivity and therefore there is no requirement to have regard to potential archaeological remains.
- 4.3.34 In terms of an assessment under Paragraph 11 and Footnote 7 of the Framework there is no strong heritage reason to refuse the development. Indeed, the development would comply with Policy HE1 (Designated heritage assets) of the NHLP.

4.3.35 **Living conditions**

- 4.3.36 The nearest affected properties are No. 1 High Street and the affordable housing development to the south which has been commenced. No. 1 has its main south flank elevation facing the new plot. The windows on this elevation will not be obscured by the new dwelling as it is set back from No. 1. In addition, there is a significant gap between the new dwelling and the main flank elevation of No. 1 as shown on the street scene drawing (ROG/25/04B). There may be some partial loss of light into the garden of No 1 during the afternoon however given the east - west orientation of No. 1 ensures that morning and evening light will not be affected.
- 4.3.37 The development to the south of the new dwelling is separated by a significant gap and new access road. Given this gap and its southerly orientation to the new plot it is unlikely that the occupiers of this new development will be impacted by the proposed development in my view.
- 4.3.38 The new dwelling would comfortably exceed the minimum space standards as required by the Government's Nationally Described Space Standard and a large garden would provide generous outdoor space.
- 4.3.39 In summary it is considered that the proposed development is unlikely to have any adverse impact on neighbouring properties and would provide a good standard of residential amenity for the prospective occupiers in accordance with Policies D1 and D3 of the Local Plan.

4.3.40 **Landscaping, ecology and biodiversity**

- 4.3.41 The application site has no special landscape designation. The site falls within Area 216 (Arlesey – Great Wymondley) of the North Herts Landscape Study 2011. The study says that the area is considered to be of low landscape sensitivity and value and of low landscape value overall. The proposal will add some additional value to the local landscape with the proposed landscaping. All existing boundary trees and hedges will be retained.
- 4.3.42 The submitted Preliminary Ecological Appraisal confirms that for all ecological features the likelihood of occurrence on the site was either negligible (bats, newts, reptiles and invasive non-native species) or low (badgers and birds). The report advises that no designated wildlife sites would be impacted by the works. Opportunities and measures for ecological enhancement are recommended in the report. The Council's Ecologist raises no objections subject to the inclusion of an Ecological Enhancement Plan condition.
- 4.3.43 Because new planting is proposed the development will meet the requirement to deliver measurable net gains for biodiversity as required by Policy NE4 of the NHLP. The applicant is employed in the construction business and the application forms state that the proposal will be carried out as a self build project and as such the proposal is exempt from the full 10% biodiversity net gain requirements of the Environment Act 2021.

4.3.44 **Highway and parking matters**

4.3.45 The proposed development will utilise the existing access albeit it will be upgraded to current highway authority standard. Cars will be able to enter and leave the site in forward gear and the required sight lines of 2.4m x 43m in both directions can be achieved. Refuse vehicles will collect from the kerbside in High Street as is currently the practice in the village. No objections are raised by the highway authority on the basis that the development is small scale and will not result in a significant increase in vehicle movements and therefore would not have an adverse impact on highway safety.

4.3.46 The development will accommodate off street parking provision for at least two cars and No. 1 High Street will retain its garage and parking space in front. This complies with the Council's Parking Standards SPD. The development will comply with Policies T1 and T2 of the NHLP.

4.3.47 **Environmental matters**

4.3.48 The site is located within Flood Risk Zone 1 where there is the lowest risk of fluvial flooding. The Environment Agency mapping also confirms that the site is not at a potential risk of surface water flooding.

4.3.49 The Council's Sustainability Supplementary Planning Document adopted in 2024 seeks to ensure that new developments are future proofed against the challenge of climate change. The submitted Sustainability & Energy Statement proposes that the development incorporates a high level of thermal fabric performance and a renewable heating & energy generation systems (air source heat pump). This scale of development is however unlikely to have any significant impact on local climate change.

4.3.50 Any potential contamination on the site (although likely to be negligible or low) can be adequately addressed through the condition recommended by the Council's Environmental Health officer.

4.3.51 **Planning Balance and conclusion**

4.3.52 The Council is currently unable to demonstrate a five-year supply of land for housing. Accordingly, the 'tilted balance' in paragraph 11d of the Framework is engaged and planning permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits

4.3.53 The proposed development would constitute limited infilling in a village and utilise Green Belt land given that the proposals are in accordance with the provisions set out in paragraphs 154 and 155 of the NPPF. Therefore, the provision of a single dwelling is not inappropriate development within the Green Belt. No harm would arise from the proposed development with regards to the five purposes of the Green Belt as set out in paragraph 143 of the Framework.

4.3.54 The Council's Conservation officer considers that the development will cause some less than substantial harm to the character and appearance of the Graveley Conservation Area but that this would be 'at the lowest end of the spectrum'. The provision of one additional dwelling would provide the public benefit as required by paragraph 215 of the Framework.

4.3.54 The proposal would provide a family sized dwelling. This social benefit attracts some limited weight given North Herts Council's current inability to demonstrate a five year supply of deliverable housing sites. Further modest benefits to the local economy would stem from the construction of the dwelling and from spending of future occupants of the dwelling within the local community.

4.3.55 The proposal would not result in harm to highway safety. The proposed layout, in tandem with the retention of existing hedgerow on the site and new planting, would mean that there would not be a significant loss of privacy to neighbouring occupants. The traditional style proposed, along with the siting of the dwelling in maintaining the linear form of development on this side of the High Street would ensure that it would be a development that is contextually appropriate and have an acceptable effect on the character and appearance of the area.

4.3.56 The various social, economic and environmental benefits to the area would in my view outweigh the relatively minor harm to Green Belt openness and the limited harm to the Conservation Area. Accordingly, it is considered that there is no strong reason for refusing the development under paragraph 11 d) i) of the Framework and any identified harm is outweighed by the various benefits of this scheme in a sustainable location. It is concluded that the development can therefore be supported.

4.4 **Alternative Options**

4.4.1 None applicable

4.5 **Pre-Commencement Conditions**

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

5.0 **Recommendation**

5.1 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. No development shall take place until an Ecological Enhancement Plan (EEP) for the creation of new wildlife features such as the inclusion of integrated bird/bat and bee bricks has been submitted to and approved in writing by the local planning authority. Where height allows swift bricks should be used.

Reason: To ensure development secures biodiversity enhancements in accordance with Policy NE4 of the Local Plan

4. Prior to the first occupation of the development hereby permitted the proposed onsite car parking and turning area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan (Ref-ROG/25/03C) and retained thereafter available for that specific use.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

5. In the event that contamination is found at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall then be undertaken by a competent person, in accordance with BS10175:2011. A written report of the findings should be forwarded for approval to the Local Planning Authority. Following completion of remedial measures a verification report shall be prepared that demonstrates the effectiveness of the remediation carried out. No part of the development should be occupied until all remedial and validation works are approved in writing.

Reason: To protect human health and to ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990.

6. Prior to the relevant phase of works full details of the hard landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme and maintained for the lifetime of the development.

Reason: In the interests of maintaining the visual amenities of the locality and to comply with Policy D1 of the Local Plan.

7. The development shall be carried out in accordance with the ecological enhancement recommendations in the submitted 'Preliminary Ecological Appraisal' by R McLaughlin dated August 2025.

Reason: To ensure development secures biodiversity enhancements in accordance with Policy NE4 of the Local Plan

8. The development hereby approved shall be carried out in accordance with the energy saving and carbon reduction measures set out in the submitted Sustainability Statement.

Reason: To ensure that the development meets the challenge of climate change and complies with Policies D1 and D4 of the North Herts Local Plan.

9. 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, and to comply with Policy NE2 of the North Hertfordshire Local Plan 2011 to 2031.

10. 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 and to comply with Policy D1 and/or Policy D3 of the North Hertfordshire Local Plan 2011 to 2031.

Biodiversity Net Gain

1. This development is not subject to the statutory Biodiversity Gain Plan condition because it is considered exempt under the statutory exemptions (<https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments>) or transitional arrangements in respect of the biodiversity gain condition.

Proactive Statement:

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. 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. Environmental Health Informative:****- EV Charging Point Specification:**

A charging point shall be installed by an appropriately certified electrician/electrical contractor in accordance with the following specification. The necessary certification of electrical installation should be submitted as evidence of appropriate installation to meet the requirements of Part P of the most current Building Regulations.

Cable and circuitry ratings should be of adequate size to ensure a minimum continuous current demand for the vehicle of 16A and a maximum demand of 32A (which is recommended for Eco developments)

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

- o The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF). This includes requirements such as ensuring the Charging Equipment integral protective device shall be at least Type A RCD (required to comply with BS EN 61851 Mode 3 charging).

- o If installed in a garage all conductive surfaces should be protected by supplementary protective equipotential bonding. For vehicle connecting points installed such that the vehicle can only be charged within the building, e.g. in a garage with a (non-extended) tethered lead, the PME earth may be used. For external installations the risk assessment outlined in the IET code of practice must be adopted, and may require additional earth stake or mat for the EV charging circuit. This should be installed as part of the EV ready installation to avoid significant on cost later.

- o A list of authorised installers (for the Government's Electric Vehicle Homecharge Scheme) can be found at <https://www.gov.uk/government/organisations/office-for-lowemission-vehicles>

- o UK Government issued legislation in 2021 to require domestic EV charge points to be smart, thus we recommend that all charge points will be capable of smart charging, as detailed in UK Gov regulations.

Highway Informatives:

AN) Extent of Highway: Information on obtaining the extent of public highway around the site can be obtained from the HCC website:

www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx

AN) Storage of materials: The applicant is advised that the storage of materials

associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN) Obstruction of highway: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works

commence. Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. 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 and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

AN) Gravel / shingle driveways: Where loose gravel or shingle is used, a suitable measure to prevent material spilling onto the road/footpath/verge must be installed. It is an offence under section 148 of the Highways Act 1980 to deposit debris onto 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. Further information is available by telephoning 0300 1234047.

AN) Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development.

The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

Signed  Anne McDonald	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Determining Officer Date: 16 December 2025	