

DELEGATED FILE NOTE

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

**APPLICATION
REFERENCE**

**BRIEF DESCRIPTION OF
DEVELOPMENT**

APPLICATION SITE

24/01754/FP

Erection of three storey building comprising of 8 residential apartments (7 x 1-bed and 1 x 2-bed) with associated bike and bin area and parking following demolition of existing car workshop building.

81 Whinbush Road
Hitchin
Hertfordshire
SG5 1PZ

Submitted Plan Nos

24-2801-100A 24- 2801-101 24-2801-01A 24-2801- 02A 24-2801-03A 24- 2801-04B 24-2801-05A

1.0 Policies

1.0 Policies

North Herts Local Plan 2011 - 2031

SP1 Sustainable development in North Herts
SP2 Settlement Hierarchy and Spatial Distribution
SP6 Sustainable transport
SP7 Infrastructure reqs developer contributions
SP8 Housing
SP9 Design and Sustainability
SP10 Healthy Communities
SP11 Natural resources and sustainability
T1 Assessment of transport matters
T2 Parking
HS3 Housing mix
HS5 Accessible and adaptable housing
D1 Sustainable design
D3 Protecting living conditions
D4 Air quality
NE1 Strategic green infrastructure
NE4 Biodiversity and Geological sites
NE5 Protecting open space
NE7 Reducing flood risk
NE8 Sustainable drainage systems
NE9 Water quality and environment

NPPF (2023):

SECN11 Making effective use of land
SECN9 Promoting sustainable transport
SECN8 Promoting healthy and safe communities
SECN6 Building strong, competitive economy
SECN5 Delivering sufficient supply of homes
SPDVP Vehicle Parking at New Development
SPDDS Design Supplementary Planning Document

2.0 **Site History**

- 2.1 22/02953/FP: Erection of three storey building comprising of 8 residential apartments (7 x 1-bed and 1 x 2-bed) with associated parking and private amenity space following demolition of existing car workshop building. Alterations to existing dwelling 81a Whinbush Road including single storey rear extension, insertion of rear dormer window to facilitate loft conversion and alterations to fenestration following demolition of existing attached rear office building (as amended by plans received January and March 2023)

Granted 30th March 2023. Not implemented.

- 2.1 07/02736/1 - Single storey building to provide MOT and workshop accommodation following demolition of existing car repair workshop. CONDITIONAL PERMISSION
- 2.2 88/00998/1 Erection of three storey building to provide 10 flats, provision of 13 parking spaces with ancillary works, following demolition of existing builder's premises. REFUSED

- 2.3 88/00267/1 - Erection of three storey building to provide 12 flats, provision of 15 parking spaces and ancillary works, following demolition of existing builder's premises. REFUSED
- 2.4 87/01341/1 - Erection of two storey office/store extension to existing builder's premises following demolition of existing building (Revised by plans received 24/9/87) - CONDITIONAL PERMISSION
- 2.5 83/01921/1 - Erection of front boundary brick wall - CONDITIONAL PERMISSION

3.0 **Representations**

3.1 Site Notices: 6.09.24 Expiry: 29.09.24

3.2 Neighbours: 5 letters received – 3 objecting and 12 neutral
Objections:

- ☐ Concern over increased traffic volume
- ☐ Parking difficulties
- ☐ Noise disturbance
- ☐ Obstruction to church entrance
- ☐ Loss of on-street parking
- ☐ Concern over construction traffic impact / parking

Comments:

- ☐ No ecology report or BNG documentation
- ☐ Recommend a condition to secure integrated swift bricks

3.3 Hertfordshire County Council (Highways): No response

3.4 Environmental Health (Air Quality): Ev charging points required.

3.5 Environmental Health (Noise): no objections to the proposed development subject to a CMP condition .

3.6 Environmental Health (Land Contamination): no objections to the development subject to condition

3.7 Waste and Recycling: 'Refuse vehicle tracking details not shown. Vehicles should be able to enter and exit a site in forwards motion and any reversing manoeuvres should be kept to a minimum and not more than 12m. It is important that the Highways Authority agree any proposed accesses into and out of a site onto the highway regardless of whether they adopt any new road'.

3.8 Lead Local Flood Authority: No response.

3.9 Herts Fire and Rescue: no response received

3.10 Herts County Council (Archaeology): No response.

3.11 Transport Policy Officer: No response

4.0 Planning Considerations

4.1 Site and Surroundings

4.1.1 The site (0.0578ha) presently consists of a former vehicle repair garage (Use Class B2) located on the west side of Whinbush Road. The site has been cleared of all previous single storey workshop buildings.

4.1.2 The site is currently designated as part of the urban area of Hitchin in the adopted local plan. It has no other special designations or constraints.

4.1.3 The locality is characterised by a range of buildings varying in height and materials and includes Victorian terraced dwellings on the east side of Whinbush Road and a mixture of two, three and four storey residential properties on the west side and also a single storey church. To the rear of the site is Verulam Road a predominantly residential street comprising two and three storey terraced, semi-detached and detached residential properties.

4.2 Proposal

4.2.1 Erection of three storey building comprising of 8 residential apartments (7 x 1-bed and 1 x 2-bed) with associated bike and bin area and parking following demolition of existing car workshop building.

4.2.2 The application seeks to introduce a three storey building along the road frontage. Vehicular access into a private car parking area will be provided via Whinbush Road via an existing dropped kerb located south of the building at 81a.

4.2.3 No supporting documents have been submitted.

Key Issues

4.2.5 The key issues for consideration of this application relate to (i) the principle of development (ii) design – layout, character and appearance (iii) residential amenity (iv) occupiers amenity (v) highways and parking (vi) energy reduction (vii) flooding and drainage (viii) Land contamination (ix) ecology and biodiversity (x) archaeology (xi) sustainable development (xii) other matters

Principle of development

4.2.6 The principle of replacing the existing use of the site with residential development has been accepted by the granting of planning application ref: 22/02953/FP which is still an extant permission until March 2026. The proposal as now submitted is of a very similar scale and appearance as the approved scheme and proposes the same number and size of flats. The footprint of the building and means of access is also very similar to the approved scheme. There have been no significant changes in planning policy (either locally or nationally) since the previous grant of permission. It is therefore concluded that there can be no objection in principle to the proposal in planning policy or land uses terms.

Design – layout, character and appearance

- 4.2.7 Policy D1 of the adopted Local Plan and the Design Supplementary Planning Document, clarify the expectations for the design of buildings and places which should reflect the local character of the sites surroundings.
- 4.2.8 The existing site formerly comprised a range of linked single storey utilitarian buildings of little architectural merit.
- 4.2.9 The application proposes a predominantly traditionally designed residential scheme with a shared communal car parking, bin storage and cycle storage. Small landscaped areas are proposed to the front of the site behind a new boundary wall.
- 4.2.10 The front elevation of the building reflects the architectural style of buildings that exist along this part of Whinbush Road. The rear elevation includes larger and more full glazed windows and doors. Although different from the prevailing character, there are no reasons to resist the inclusion of such contemporary fenestration details given the unremarkable architectural appearance of dwellings and flat developments in the immediate locality. The scale matches that of the adjoining Victorian dwellings immediately adjacent to the site. Materials will be a red facing brick with brick some contrasting detailing and a profiled metal roof. The front of the site will comprise part landscaped areas and part short stay cycle parking. A bin store and long stay covered cycle shelter is proposed within the rear car parking area. The existing 3.5+ metre high rear boundary wall will be retained and where buildings are to be removed the wall will be reinstated to match. The rear of the site would provide parking for 8 cars. An access gate to the vehicular access is proposed to reduce the opportunities for unauthorised access and potential criminal activity.
- 4.2.11 The existing residential property on the site will be refurbished and extended (see planning permission ref: 24/01761/FP)
- 4.2.12 The application seeks to introduce a three-storey building along the road frontage to mimic the existing linear character of this side of Whinbush Road. *Section 11 of the NPPF – Making effective use of land* – encourages maximising the use of previously developed and brownfield land. It also confirms the importance of optimising densities having regard to local character. Having regard for these policies and in accordance with national and local development plan policies, it is considered that the development will improve the character and quality of the area and the way it functions. It is considered that the design, scale and layout successfully achieve the balance of making effective use of a previously developed site and create an attractive and accessible development that reflects existing local character. Given the assessment above, it is concluded that the proposed development overall will reinforce local distinctiveness and would not harm the character and appearance of the area and would be compliant with development plan policies.

Residential amenity

- 4.2.13 Policy D3 – Protecting Living Conditions – confirms that new development should protect residential amenity for existing local residents. Concerns have been raised by neighbouring properties that the proposed development will have an adverse impact on residential amenity - loss of privacy, loss of light and sunlight, overbearing and unneighbourly development. The footprint of the building and its location mirrors the linear form and depth that of the existing adjacent development with car parking area providing an open 'buffer' area between it and adjoining dwellings. In this context the position of the building and overall layout of the site will not appear unneighbourly nor will it cause a loss of light or sunlight.

- 4.2.14 In relation to privacy impacts on the properties to the rear along Verulam Road, the distances from the new windows to the existing rear boundary would vary from 12.2 to 16 metres at first floor level and 14 to 19 metres at second floor level. Windows to the south facing (side) first and second floor elevation should be conditioned to be fixed obscure glazed to protect the privacy of neighbouring properties. The introduction of the building is likely to result in reduced noise levels (from road traffic) to many rear garden areas of Verulam Road properties. A condition is recommended to ensure that construction work is carried out at reasonable days and times to protect existing residents noise environments.
- 4.2.15 Given the change in scale of development and the inclusion of balconies, there is potential for nuisance to neighbouring properties from external lighting from the development. A condition requiring details of all external lighting should therefore be included in the event permission is granted.
- 4.2.16 The concerns of residents and other interested parties are acknowledged. It is considered that overall, the proposal delivers a balanced solution for the site whilst not unduly compromising outlook, light, neighbourliness or privacy for existing residents adjacent to the site.

Occupiers amenity

- 4.2.17 Policy D1 – Sustainable Design - set out a number of criteria that should be considered when designing new development. In relation to general amenity for future occupiers of the flats, the majority of the 7 flats would meet the minimum National Space Standards for internal space as follows:

Flat No. and person	Proposed size	Technical guidance requirement	Increase /decrease over technical guidance
1 2 bed (3P)	61 sqm	61	0
2 1 bed (1P)	45 sqm	39	+6
3 1 bed (2P)	57sqm	50	+7
4 1 bed (2P)	52sqm	50	+2
5 1 bed (1P)	37sqm	39	-2
6 1 bed (2P)	50sqm	50	0
7 1 bed (1P)	39sqm	39	0
8 1 bed (2P)	50sqm	50	0

The proposed ground floor flat units include some small areas of amenity space at the front and rear whilst the upper floor flats have access to balconies. However, the site is located within the built-up urban area and will be 0.3 miles from the Ransoms Recreational Park and 0.1 miles from Bancroft Recreational Park. In the circumstances, the absence of private amenity space is not considered to be an obstacle to the residential development of the site.

- 4.2.18 No noise assessment has been submitted. The Council's Environmental Health officer has requested a noise assessment prior to the commencement of the development. On the previous scheme the Council's Environmental Health Officer had assessed a

noise report and confirmed that noise is not a limiting factor to prevent development in this location. It is likely that this will be the case again however in the absence of a noise report a condition must be attached.

Highways, access and parking

- 4.2.19 Policy T1 – Assessment of transport matters - and T2 – Parking – set out the considerations in relation to transport matters. The application is supported by a Traffic and Transport Assessment which sets out the highway and associated impacts. The Highway Authority have provided a comprehensive response to consultation on the proposals and have given detailed consideration to all aspects of the development.
- 4.2.20 It is confirmed that Whinbush Road is maintainable by the highway authority and is unclassified and provides a local access function in the road hierarchy. The vehicle speeds past this site are limited to 30 mph. There have been no recorded accidents near the site in a rolling 5-year period. Trip generation acceptable is anticipated to generate some 2 two-way vehicle trips in the AM peak hour and 3 two-way vehicle trips in the PM peak hour.' This is accepted by the Highway Authority. The vehicle-to-vehicle inter-visibility and pedestrian visibility have an acceptable level of vehicle to vehicle inter-visibility and accords with the principles found in Manual for Streets.
- 4.2.21 Car parking dimensions are in accordance with recommended minimum standards. The Council's supplementary planning document on parking at new developments would require 11 car parking spaces where 8 spaces are proposed. Within Appendix 4 of the recently adopted Local Plan the Council has published supplementary guidance on parking standards and this revises the advice in relation to residential parking standards. The Appendix 4 allows for reductions in on site car parking provision for new developments and it states: '*Reductions from these standards will only be considered where applicants can demonstrate that the accessibility, type, scale, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and on-street conditions justify such variations*'. Given the location of the site within the urban area and its good connectivity to essential services and public transport, subject to adequate long cycle parking spaces being provided to compensate for the deficiency in car parking, the proposals are considered to be acceptable.
- 4.2.22 In relation to the proposed flats, adopted standards require one space per unit for residents. However, given the reduced provision of on-site car parking, officers consider that there should be an uplift in provision for long stay resident cycle parking. In this case there should be one space for every resident which equates to 10 spaces. The illustrated cycle storage building can accommodate 10 spaces.
- 4.2.23 A gate to the vehicular access is proposed however no details of the position of design of the gate are indicated (a minimum of 6 metres is required). This matter can be secured by condition in the event permission is granted.
- 4.2.24 Adequate emergency and waste access appears to be provided. Construction management plan condition and internal surfaces should be controlled and agreed in the event planning permission is granted. These matters can be dealt with by conditions.
- 4.2.25 Overall, it is considered that the proposal would not have an unreasonable impact on the safety and operation of the adjoining highways and consequently have no objections on highway grounds subject to the above recommended planning conditions and highway informatives.

Energy reduction

- 4.2.26 The Council recently passed a Climate Emergency motion which pledged to do everything within the Council's power to achieve zero carbon emissions in North Hertfordshire by 2040. The Council has adopted a Climate Change Strategy to promote carbon neutral policies. New developments will be expected to take account of the Council's Climate Change Strategy and incorporate a range of carbon neutral or carbon reducing energy and emissions features. Such features typically include - EV charging infrastructure, solar or PV panels, air source heat pumps, Sustainable Urban Drainage Systems, and meeting or exceeding Building Control standards on thermal insulation.
- 4.2.27 No Energy Statement is submitted with this application. EV charging points are indicated on the submitted site plan. The plans identify some external plant on the rear elevations of the flats but no detail is given as to whether they are air conditioning units or air source heat pumps. In the circumstances, further consideration should be given to this matter and this should be controlled by condition. EV charging points are considered appropriate for the development and their provision will be conditioned. In the event that planning permission is granted, a pre-commencement condition should be included requiring specific details of methods and technologies which will be employed as part of the project.

Flooding and drainage

- 4.2.29 The site is under 1 Ha and lies within Flood Zone 1 and therefore a Flood Risk Assessment is not required. A drainage strategy has not been provided

Land contamination

- 4.2.30 The application is not supported by any environmental risk assessment. The Council's Environmental Health Officer has requested a Phase 1 desk study and for further Phase 2 and Phase 3 studies where necessary. It is recommended that the standard contamination condition is attached to any permission given for this development.

Ecology and biodiversity

- 4.2.31 Policies SP12 - Green infrastructure, biodiversity and landscape, Policy NE4 - Biodiversity and geological sites and NE6 - Designated biodiversity and geological sites - seek to protect, enhance and manage the natural environment. The 2021 Environment Act introduced an automatic requirement for every planning permission granted to achieve a Biodiversity Net Gain (BNG) from November 2023. This means that, before any development begins, developers need to measure the existing and proposed biodiversity values of their sites.
- 4.2.32 The site consists largely of hardstanding and buildings of very restricted ecological value. No ecological report has been provided in support of the application. The scale, nature and form of the existing buildings means that they are unlikely to provide suitable habitats for bats or birds.
- 4.2.33 In relation to biodiversity, given the recently adopted Local Plan requires all new development to deliver biodiversity net gain, it is recommended that the landscaping scheme includes a range of suitable improvement measures. These could include and are not limited to bird (including swifts) and bat boxes to the buildings, wildlife attracting plants, hedges, and hedgehog friendly habitats. These improvements could be delivered as part of the landscaping scheme for the development and can be conditioned.
- 4.2.34 As the site contains no green space or natural habitat this application is exempt from the requirements of the BNG legislation.

Archaeology

- 4.2.35 The proposed development site lies within an area of up until now previously little archaeological investigation. However, archaeological evidence demonstrates a background of Prehistoric activity in the immediate vicinity. An early Bronze Age arrowhead [Historic Environment Record no. 6452] was found off Verulam Road, 86m to the west, a Bronze Age socketed axe [HER 303] was found off Benslow Land, 125m to the south-east and an archaeological evaluation in 2007 at 89 Walswoth Road found a Prehistoric ditch [HER 16286]. The Regional Historic Environment Research Framework for the East of England notes the importance of providing a better understanding of Bronze Age settlement patterns, collective landscapes and artefact distribution. In the circumstances, the proposed development is such that it should be regarded as likely to have an impact on heritage assets of archaeological interest and a condition requiring a written scheme of investigation and further investigatory work if necessary should be included in the event planning permission is granted.

Sustainable Development

- 4.2.36 A matter to consider in all applications for planning permission is whether the proposed development would represent a sustainable form of development. The NPPF confirms that all three objectives of the planning system would be met. These are economic, social and environmental.
- 4.3.37 In terms of the economic objective the development would provide homes that would support economic growth and productivity. The construction of the development and on-going maintenance of it would result in construction jobs and employment in the service sector. The fitting out and furnishing of the homes would also generate economic activity and jobs. Future occupiers would purchase local goods and services, boosting the local economy and helping to sustain the vitality and viability of local shops and services.
- 4.3.38 In terms of the social objective, it is confirmed that the development would provide valuable housing. It would also deliver a high-quality and inclusive residential development. The development would be well connected to the existing community and by public transport and existing and new public footpaths. Overall, the development would provide access to the social, recreational and cultural facilities and services that the community needs. The proposal would achieve a well-designed sense of place and make effective use of land. The development would be in accordance with sections 8, 11 and 12 of the Framework.
- 4.3.39 In terms of the environmental objective, the development would result in the reuse of urban brown field site. It would also remove an unneighbourly use from a residential area. The proposal will deliver a net gain in biodiversity on site. The site is not isolated in terms of transport with the site accessible by public transport and local services can be reached on foot and by cycling in accordance with Local Transport Plan objectives and Section 9 of the Framework
- 4.3.40 In conclusion on this matter, it is considered that the proposals would be a sustainable form of development and would comply with national and local planning policy and guidance

Other matters

- 4.3.41 The proposal is below the threshold which attracts financial contributions. It is also below the threshold for affordable housing.

Conclusion

- 4.2.42 The site is located with the built-up area of Hitchin on a brown field site within which the principle of development is supported. The loss of the existing employment land use is considered acceptable as it will remove an unneighbourly use from a residential area. The proposal would deliver 8 additional dwellings in the urban area. It would make more effective use of the site as required by the NPPF. It would not give rise to any materially adverse impacts on its neighbours and has been designed such that it would be in keeping with the overall scale, character and appearance of buildings in the locality. There are no technical matters which cannot be mitigated by the imposition of conditions. Overall, the proposal will deliver a highly sustainable development within the urban area.

Alternative Options

None applicable

Pre-Commencement Conditions

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

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 and to comply with Policy D1 of the North Hertfordshire Local Plan 2011 to 2031.

4. Before the development hereby permitted is occupied, landscape details shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the following:
 - 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.
 - e) a range of wildlife improvement measures including wildlife friendly plants to deliver biodiversity net gain;

Reason: To ensure a satisfactory appearance to the completed development and to ensure biodiversity net gain is delivered

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

6. The side facing windows at first floor and second floor level shall be obscured glazed and maintained as such in perpetuity.

Reason: To protect privacy and to comply with Policy D3 of the North Herts Local Plan.

7. Notwithstanding the details submitted, details of all boundary treatments shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any above ground works. Details shall include:
 - (i) the repair with like for like bricks and jointing of existing boundary walls;
 - (ii) a new section of brick wall to the rear (east) boundary where existing buildings are removed to match the adjoining wall in materials and jointing;
 - (iii) details of all new boundary treatments including the provision of piers either side of the pedestrian access and coping treatments to new front boundary walls;
 - (iv) the design, exact location and appearance of the proposed gate(s) to the vehicular access.Thereafter the development shall be carried out in complete accordance with the

approved details.

Reason: In the interests of visual amenity and to ensure details are sympathetic to the character and appearance of the area.

8. Notwithstanding the details to be submitted, the proposed gate(s) to the vehicular access shall be located a minimum of 6 metres back from the nearest edge of the public footpath. The gate(s) shall open inwards and shall be retained in perpetuity.

Reason: To ensure that there is sufficient space for vehicles to pull clear of the public footpath and in the interests of crime prevention.

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

Reason: To ensure that any contamination affecting the site is dealt with in a manner that safeguards human health, the built and natural environment and controlled waters. To comply with Policy NE11 of the Local Plan.

10. No development shall commence until a Construction Method Statement to include demolition of the existing buildings has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Statement shall include details of:
- i. Access arrangements to the site.
 - ii. Traffic management requirements.
 - iii. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas).

- iv. Siting and details of wheel washing facilities.
 - v. Cleaning of site entrances, site tracks and the adjacent public highway.
 - vi. Timing of construction activities (including delivery times and removal of waste) and to avoid school
 - vii. pick up/drop off times.
 - viii. Provision of sufficient on-site parking prior to commencement of construction activities.
 - ix. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.
 - x. Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements
- Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018)

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

Reason: To protect the residential amenity of existing residents. To comply with Policy D3 of the Local Plan.

12. The area to be used for car parking shall be used for the parking of motor cars by the occupiers of the approved flats only and shall be retained in perpetuity.

Reason: In the interests of highway safety and to ensure the site retains car parking for residents. To comply with Policy T1 of the Local Plan.

13. Prior to first occupation, each on site car parking space shall incorporate one Electric Vehicle (EV) ready domestic charging point and it shall thereafter be retained in perpetuity.

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. To comply with Policy D4 of the Local Plan.

14. Prior to the commencement of the development, a pre-construction energy sustainability statement to confirm the energy saving measures to be utilised in the development shall be submitted to and approved in writing by the Local Planning Authority. In the event that air source heat pumps are to be utilised, the following additional information shall be provided:
- (i) a revised noise assessment to explain the impact these will have the local noise environment and any appropriate mitigation measures;
 - (ii) revised elevations to illustrate the specific location of the air source heat pumps.
- These additional documents and details shall be approved in writing prior to the commencement of development. Thereafter, the development shall be carried out in complete accordance with the approved details.

Reason: To ensure that (i) the development delivers appropriate energy improvements (ii) that measures do not compromise the local noise environment and; (iii) the measures do not compromise the design and appearance of the building. To comply with Policy D1 of the Local Plan.

15. Prior to any above ground works being commenced, full details of all external lighting for the development shall be submitted to and approved in writing by the Local Planning Authority. This should include non-intrusive light fittings and locations designed to minimise light spill into adjoining residential properties. Thereafter, the development shall be completed in complete accordance with the approved details.

Reason: In the interests of residential amenity and to minimise light nuisance. To comply with Policy D1 and Policy D3 of the Local Plan.

16. (A) No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:
- i. The programme and methodology of site investigation and recording
 - ii. The programme and methodology of site investigation and recording as required by the evaluation
 - iii. The programme for post investigation assessment
 - iv. Provision to be made for analysis of the site investigation and recording
 - v. Provision to be made for publication and dissemination of the analysis and records of the site investigation
 - vi. Provision to be made for archive deposition of the analysis and records of the site investigation
 - vii. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.
- (B) The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under part (A)
- (C) The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under part (A) and the provision made for analysis and publication where appropriate.

Reason: To protect the archaeological interests of the site and to comply with Policy HE4 of the Local Plan

17. No above ground development shall commence until details of hard surface materials, including the use of permeable surfacing materials, have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in complete accordance with the approved details.

Reason: To ensure the sustainable drainage of the site and to ensure that opportunity for water discharging into the highway is avoided. To comply with Policy D1 and T1 of the Local Plan.

18. No development shall take place until a scheme for protecting the proposed dwellings from noise from road traffic and nearby commercial processes/premises has been submitted to and approved in writing by the local planning authority. No dwelling shall be occupied until such a scheme has been implemented in accordance with the approved details, and shown to be effective, and it shall be retained in accordance with those details thereafter.

Reason: In the interests of residential amenity and to comply with Policy D3 of the Local Plan.

19. In accordance with the annotation on the approved drawings, the dwellings as approved shall be constructed, marketed, and occupied as follows -

Flat 1 - 2 bedroom, 3 person
Flat 2 - 1 bedroom, 1 person
Flat 3 - 1 bedroom, 2 person
Flat 4 - 1 bedroom, 2 person
Flat 5 - 1 bedroom, 1 person
Flat 6 - 1 bedroom, 2 person
Flat 7 - 1 bedroom, 1 person
Flat 8 - 1 bedroom, 2 person

Reason: To ensure that the development provides acceptable living conditions for the proposed occupiers and to comply with Policy D1 of the North Herts Local Plan.

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.

Signed	
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Sam Dicocco

Determining Officer

Date: 1 November 2024

Development Management
North Hertfordshire District Council
Council Offices
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SG6 3JF