DELEGATED FILE NOTE

CASE OFFICER: ...Melissa Tyler.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
18/00317/FP	Erection of 1 x 4-bed dwelling, detached double garage and creation of new access off Cambridge Road	Creeve The Mount Barley Royston Hertfordshire SG8 8JH

Submitted Plan Nos

531.01 531.02 531.03A

1.0 Policies

SECT6 Delivering Wide Choice High Quality Home

LP7	Selected Villages Beyond the Green Belt
SECT12	Conserving and enhancing historic enviro
LP6	Rural Areas Beyond the Green Belt
LP26	Housing Proposals
LP55	Car Parking Standards
LP57	Residential Guidelines and Standards
XSP8	Housing
XCGB1	Rural Areas Beyond the Green Belt
XD1	Sustainable Design
XD3	Protecting Living Conditions
XHE1	Designated Heritage Assets
XSP2	Settlement Hierarchy
XSP5	Countryside and Green Belt

XSP9	Design and Sustainability
XT2	Parking
SPDDS	Design Supplementary Planning Document
SPDPO	Planning Obligations

2.0 **Site History**

2.1 **16/00599/1PRE** Detached bungalow

2.2 **16/02400/1** Erection of 1 x 2 bed dwelling with integral garage and creation of new vehicular access off Cambridge Road GRANTED

2.3 **17/02491/NMA** The extension of a gable on the south elevation to form a veranda on part of the patio area. Increase in roof pitch from 35" to 37 1/2", raising the ridge approximately 250-300mm. Minor amendments to fenestration and changing roof finish from slate to red clay tiles, as Non Materials Amendments to planning application 16/02400/1 granted on 28/11/16. AGREED

3.0 **Representations**

3.1 **Neighbours -** Occupier of Frog Acre Barn, The Mount - *I live next door, the proposed house will not impact on me at all, I have no objections*

3.2 **Barley Parish Council -** This application was discussed at our meeting on Monday 5th March and it was unanimously agreed that there were no objections.

3.3 **Highways – Conditions and informative recommended**

The applicant will need to enter into a vehicle crossover agreement with HCC as Highway Authority to cover the technical approval of the design, construction and implementation of the highway works within the existing public highway. The proposal would not have an unreasonable impact on the safety and operation of the adjoining highway. HCC therefore has no objections on highway grounds to the application, subject to the inclusion of the above planning conditions and informatives.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 The application site currently comprises the gardens of the Creeve, with boundaries facing on to The Mount and Cambridge Road. The proposed plot is large. Planning permission has previously been granted for a detached 2 bed dwelling.

4.2 **Proposal**

4.2.1 Permission is sought for the erection of one 4 bed dwelling with detached double garage and the creation of a new vehicular access off Cambridge Road.

4.2.2 The proposed dwelling has four large double bedrooms with en-suites, an open plan kitchen/diner and lounge and study and utility.

4.2.3 Materials include painted render and plain clay tiles wit timber doors and windows.

4.3 **Key Issues**

4.3.1 The key issues can be summarised as follows:

- Principle of development
- Design and street scene
- Impact on character of the area and street scene
- Impact on living conditions of neighbours
- Parking and Highways

Principle of the development

4.3.2 It is my view, that there would be no objection in principle to the proposed new dwelling following the approval of a dwellinghouse in 2016.

4.3.3 Barley is a selected settlement, however the site is located outside the selected village boundary (Policy 7). The Council would not normally permit development proposals in such locations. In this location Policy 6 'Rural Areas beyond the Green Belt' of the District Local Plan would apply.

4.3.4 As stated, the subject site is adjacent to a selected settlement and within the Barley Conservation Area. As well as being a Selected Settlement at present, Barley is likely to be regarded as category 'A' village going forward as set out in Policy HDS2 of the emerging local plan. It has a school and doctor's surgery as well as a number of other local services. The location of the site in relation to these services would not, in my view, give rise to travel patterns (environmental and social) which amounted to significant harm in the context of the District as a whole.

4.3.5 Having considered the proposed small scale development against the criteria on sustainability, I am, on balance, of the view that it would be difficult to conclude that a well designed proposal would be likely to occasion significant or demonstrable harm when set in the balance against the benefit of delivering one dwelling.

Design and street scene

4.3.6 The site is within the Barley Conservation Area which is a historic asset. However, given the scale of the proposal and its position I am of the opinion that there would not be any obvious or substantive harm to the historic asset in regards to the proposed design and setting of the new dwelling.

4.3.7 I consider that scheme complies with provisions of paragraphs 53, 58 and 64 of the NPPF and Policy 57 of the North Hertfordshire District Local Plan No 2 with Alterations. In my opinion, the development would not materially detract from the character and appearance of the area.

4.3.8 The dwelling would be visible in the streetscene but set back from the highway. The scale of the proposed four bed dwelling in comparison to the scheme previously approved is not in terms of its height, width and length deemed unacceptable. I have recommended a condition for the roof materials to be approved following samples as the proposed roof tiles are different from previously approved, slate roof tiles were previously approved to match the new dwellinghouses approved opposite.

4.3.9 Permitted Development Rights have been recommended to be removed to safeguard the impacts of over development of the property. This includes all development under Class A-E of the Town and Country Planning (General Permitted Development) Order 2015. This includes the insertion of any roof lights, extensions, or development within the curtilage.

The living conditions of adjoining and future occupiers

4.3.10 The proposed dwelling would have a limited impact upon the amenities of adjacent dwellings and buildings. The proposed design including the proposed windows and doors do not materially impact upon the amenity of any neighbouring property as a result.

4.3.11 It is also my view that the proposal would not have any adverse built impact, in terms of loss of light or over dominance to any neighbouring property.

4.3.12 In terms of the new residents, it is important to ensure that this development provides a satisfactory living environment. In my view the scheme would be in line with the residential guidelines and standards set out in Policy 57.

Highways and parking

4.3.13 The Highways Authority were consulted on the current application and raised no objections. Conditions and informatives have been recommended.

4.3.14 The application form states 4 parking spaces would be provided which would meet the requirements of the Supplementary Planning Document: Vehicle Parking at New Development.

4.4 **Conclusion**

4.4.1 Subject to conditions, I consider the proposal is acceptable in terms of its design and form. It would not have a materially adverse impact on the living conditions of neighbours or the character of the area.

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. Prior to the first use of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan drawing number 531.02. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

   Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.

4. Prior to the commencement of the use hereby permitted, a visibility splay measuring 2.4m x 43m metres shall be provided to each side of the access where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

   Reason: In the interests of highway safety.

5. Details and/or samples of materials to be used on 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.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended no development as set out in Class(es) A - 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.

7. Prior to occupation, the property shall incorporate an Electric Vehicle (EV) ready, domestic charging point.

   Reason: To contribute to the objective of providing a sustainable transport network

and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality.

Proactive Statement:

Planning permission has been granted for this proposal. 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 (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1. HIGHWAY INFORMATIVES:
Hertfordshire County Council (HCC) recommends inclusion of the following highway informative / advisory note (AN) to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980:

AN) Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration.
Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx or by telephoning 0300 1234047.

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 website https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspxor by telephoning 0300 1234047.

AN) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx or by telephoning 0300 1234047.

2. EV Recharging Infrastructure Informative

EV Charging Point Specification:

Each charging point, whether wall or post-mounted 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 the appropriate installation to meet the requirements of Part P of the most current Building Regulations.

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

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

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

EV Recharging Infrastructure justification

The above recommendation is considered relevant and reasonable for the following reasons:

Paragraph 120 of the NPPF which refers to the effects (including cumulative effects) of pollution on health, the natural environment or general amenity.
The aim of Section 4 'promoting sustainable development' of the NPPF, which includes in paragraph 35 'developments should be designed where practical to incorporate facilities for charging plug-in and other ultra low emission vehicles'.
HCC Local Transport Plan (LTP3) 2011-2031 which includes an aim 'to reduce transport's own contribution to greenhouse gas emissions and improve its resilience'.
It is consistent with the approach specified in the NHDC Air Quality Planning Guidance Document, which is referenced in Policy D4 of the emerging Local Plan 2016-2031.
The plan for the proposed development includes a garage and so provides a reasonable opportunity for the incorporation of wall mounted EV charging infrastructure. The assessment of reasonable is based on the submitted plan and that the approximate costs for installing appropriate cabling to a new build property is in the order of £400.00 per property and installation of a wall-mounted point is in the order of £400.00 per property.

Signed	Development Management North Hertfordshire District Council Council Offices

 Tom Rea Determining Officer	Gernon Road Letchworth Herts SG6 3JF
Date: 29 March 2018	