DELEGATED FILE NOTE

CASE OFFICER: ...Richard Tiffin.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
18/01156/FP	Erection of three 2-bed terrace dwellings with associated parking.	14 Dark Lane Sandon Buntingford Hertfordshire SG9 0QT

Submitted Plan Nos

P1; 5/7/18 P2; 5/7/18 P3;5/7/18 P3A PL.007

1.0 Policies

LP7	Selected Villages Beyond the Green Belt

LP57	Residential Guidelines and Standards
LP55	Car Parking Standards
SECN12	Achieving well-designed places
SECN16	Conserve + enhance historic environment
XCGB1	Rural Areas Beyond the Green Belt
XHE1	Designated Heritage Assets
XSP2	Settlement Hierarchy

1.0 **Site History**

2.1 A planning application for a single detached dwelling was approved in 2015 under ref 15/01020/1.

2.2 The initially submitted application for three dwellings on this site was amended to a pair of semi's following officer advice.

3.0 **Representations**

3.1 **Sandon Parish Council:** Originally raised concerns about three units but now supports the amended scheme for two.
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3.2 **Hertfordshire Highways** - No objection subject to conditions.

3.3 **Local Residents** – The occupier of Moss Rose Cottage supports the principle of

development of a pair of semi detached (the amended scheme).

3.4 **Env Health** - No objection subject to standard condition requiring provision of charging for EV.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 Application site off of Dark Lane adjacent to the listed Moss Rose Cottage and opposite a recently built out scheme of affordable housing. The character of the street up to Moss Rose Cottage is predominately former local authority inter-war semi's.

4.2 **Proposal**

4.2.1 The proposal, as amended, seeks permission to erect a pair of modest 3 bed semis with rooms in the roof. Following discussion the proposed dwellings have been specified with hipped roofs and a central chimney to reflect the predominate style in the street. The dwellings are shown with reasonable back gardens and off street parking for at least two vehicles each and the ability to turn and leave in a forward gear. The height of the dwellings at 8m to ridge is comparable with the properties either side.

4.3 **Key Issues**

4.3.1 The determination of this application requires an assessment under the following headings in my view:

- Principle of development
- Highways and access
- Impact on landscape, ecology and historic assets
- Design
- Other matters (noise, contamination)
- Discussion of 'planning balance'
- Conclusion

4.3.2 The starting point for a determination in this case must be the adopted Local Plan. The site is within selected village boundary and outside the conservation area as set out in the North Hertfordshire District Local Plan No. 2 - with Alterations proposals map. The site would remain with in the Category A village boundary in the submission plan.

4.3.3 The Council has now submitted its Plan for examination and while it has not yet been adopted it is well advanced. Accordingly some weight can be attributed to its

policies including SP3 (Settlement Hierarchy). Both SP3 and the outgoing plan designation Policy 7 (Selected Villages) allow for development in the villages such as Sandon provided that there is no outward expansion of the settlement's built core. The application site occupies a position between two dwellings within the core and I therefore see no policy conflict in regards to the question of principle. The determination of the application turns in my view on the following matters of detail.

Highways and access.

4.3.9 The Highway Authority did initially raise an objection to a terrace of three dwellings on highway grounds. The applicant was encouraged to revise the scheme to a pair of semi's and in doing so has demonstrated parking provision which is not only in excess of the standard but allows for vehicles to leave the site in a forward gear. The Highway Authority has removed its objection.

Impact on landscape and street scene.

4.3.10 The street scene in Dark Lane is characterised by simple but honestly proportioned semi detached dwellings dating from the 1930's. They are typical of many local authority dwellings of the area built to Parker and Morris standard. While the proposed semi's are slightly different to the established style they are, in my view respectful of both the prevailing style and building to plot ratio's. The neighbour to the north is listed (Moss Rose Cottage). However, in my view the scale and sytling of the revised scheme does not adversely impact on the setting of this cottage – a conclusion reinforced by a generous separation.

Design.

4.3.11 This site is not in the conservation area and while the adjacent dwelling on one side is listed (see above) I am satisfied that the architect has now appropriately designed the scheme to be respectful of its setting.

4.3.12 On balance I see on objection to the design of the dwelling proposed. This said I consider that it would be appropriate to condition materials.

Other matters.

4.3.14 There is no obvious issue in relation to either contamination or noise. This said the environmental protection officer has recommended a condition requiring the provision of EV charging points .

Discussion of 'planning balance'.

4.3.15 The proposed scheme of two dwellings is, in my view, policy compliant as a matter of principle. The provision of two modest entry level market dwellings in the village is both a social and economic benefit. There would be some limited harm to the openness of the street at this end of Dark Lane and perhaps some limited impact on the setting of Moss Rose cottage. However this environmental harm is small and clearly outweighed in my view by the public benefits of delivering two more houses

of the type proposed.

4.4 **Conclusion**

4.4.1 In summary this scheme proposes the development of a two modest vernacular dwellings in a gap between properties in Dark Lane.. The development would not give rise to either new or existing properties being cramped. The new dwellings are appropriately designed and would increase the stock of small market homes in the village helping to support local services..

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 occupation of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan drawing number P3 A. 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 first occupation of the development hereby permitted the proposed access, on-site car parking and turning area shall be laid out, demarcated, levelled, surfaces and drained in accordance with the approved plan and retained thereafter available for that specific use.

   Reason: To ensure permanent availability of the parking / maneuvering area, in the interests of highway safety.

5. Prior to the first occupation of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan number p3 A. The 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.

6. The development shall not begin until full details of all proposed construction vehicle access, movements, parking arrangements and wheel washing facilities have been submitted to and approved in writing by the Local Planning Authority. The relevant details should be submitted in the form of a Construction Management Plan and the approved details are to be implemented throughout the construction programme.

   Reason: To minimise danger, obstruction and inconvenience to users of the highway.

7. Prior to occupation, each residential dwelling 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.

8. 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.

9. 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.

Proactive Statement:

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraphs 186 and 187)

and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

HIGHWAY INFORMATIVE:
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 works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into a minor Section 278 agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the
public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx or by telephoning 0300 1234047.

Informative

EV Charging Point Specification:

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

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

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

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

Signed  Simon Ellis Determining Officer	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Date: 30 July 2018	