



www.north-herts.gov.uk

NORTH HERTFORDSHIRE DISTRICT COUNCIL

Town and Country Planning Act 1990
Town and Country Planning (General Development Procedure) Order
2015

DECISION NOTICE

Correspondence Address:
Peter George Town Planning
Nine Hills Road
Cambridge
CB2 1GE

Applicant:
Mr and Mrs A King

PARTICULARS OF DEVELOPMENT

Application: 22/02765/FP

Proposal: Erection of an end-of-terrace two-bedroom dwelling following the demolition of the existing detached garage and minor alterations to the existing dwelling, together with associated parking area, private residential gardens, hard and soft landscaping for both the existing and proposed dwellings.

Location: 21 St Katherines Close, Ickleford, Hitchin, Hertfordshire, SG5 3XS

Plan Nos: ODC.22/21.05 ODC.22/21.01B ODC.22/21.02
ODC.22/21.03A ODC.22/21.04 SKCI-WSP-XX-00-TP-DR-0001-P01

PARTICULARS OF DECISION

In pursuance of its powers under the above Act and the associated Orders and Regulations, the Council hereby **GRANT PERMISSION** for the development proposed by you in your application received with sufficient particulars on 24 October 2022, subject to the following condition(s):

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. 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.

4. Before the first occupation of the dwelling hereby approved, the cycle and bin stores indicated on plans ODC.22/21.03 B and ODC.22/21.05 shall be erected.

Reason: To comply with the provisions of the SPD Parking Provision at New Developments.

5. Prior to occupation, the proposed new 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.

6. None of the trees to be retained on the application site shall be felled, lopped, topped, uprooted, removed or otherwise destroyed or killed without the prior written agreement of the Local Planning Authority.

Reason: To safeguard and enhance the appearance of the completed development and the visual amenity of the locality.

7. Before the commencement of any other works on the site, trees to be retained shall be protected by the erection of temporary chestnut paling or chain link fencing of a minimum height of 1.2 metres on a scaffolding framework, located at the appropriate minimum distance from the tree trunk in accordance with Section 4.6 of BS5837:2012 'Trees in relation to design, demolition and construction -

Recommendations, unless in any particular case the Local Planning Authority agrees to dispense with this requirement. The fencing shall be maintained intact for the duration of all engineering and building works. No building materials shall be stacked or mixed within 10 metres of the tree. No fires shall be lit where flames could extend to within 5 metres of the foliage, and no notices shall be attached to trees.

Reason: To prevent damage to or destruction of trees to be retained on the site in the interests of the appearance of the completed development and the visual amenity of the locality.

8. Prior to the commencement of development a Construction Method Statement shall be submitted to and approved in writing by the local planning authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Statement.

The Construction Method Statement shall address the following matters:

- a. A site layout plan showing access routes for neighbouring occupiers;
- b. Details of parking by contractors;
- c. Details of hours of construction and operation;
- d. Details of materials storage on-site;
- e. Disposal of surplus materials;
- f. Details of the delivery of construction materials and equipment.

Reason: In the interests of highway safety, amenity and free and safe flow of traffic.

9. Prior to the commencement of the approved development, the following landscape details shall be submitted:

- 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 hardscaping proposed

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

10. (a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of written information allowing a preliminary environmental risk assessment to be undertaken, which allows the creation of a Conceptual Site Model which indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites), with a view to determining the presence of

contamination likely to be harmful to human health, and the built and natural environment.

(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then 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

(c) 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 (b), above; has been submitted to and approved by the Local Planning Authority.

(d) 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 (c) 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.

(e) Any contamination, other than that reported by virtue of condition (a) and (b), 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.

Proactive Statement:

Planning permission has been granted for this proposal. The Council acted proactively through early engagement with the applicant at the pre-application stage which led to improvements to the scheme. 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. 1) 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-low-emission-vehicles>

- o UK Government is intending to issue 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 consultation response.

2. 2) The above condition is considered relevant and reasonable for the following reasons:

- o Paragraphs 170 (e), 181 of the NPPF, which refer to the effects (including cumulative effects) of pollution (including air pollution) on health, the natural environment (including air quality).

- o Paragraphs 102 (d), 105 (e) and 110 (e) of the NPPF, which refer to the need to promote sustainable transport including the provision for charging plug-in and other ultra low emission vehicles'.
 - o HCC Local Transport Plan (LTP4) 2018-2031 which includes an objective to 'preserve the character and quality of the Hertfordshire environment' and 'make journeys and their impact safer and healthier', as well as its Emissions Reduction Policy 19.
 - o It is consistent with the approach specified in the NHDC Air Quality Planning Guidance Document, which is referenced within the current consultation version of the Local Plan.
3. AN1) 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.
4. AN2) 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.

Signed:


Ian Fullstone
Service Director – Regulatory

Development Management
North Hertfordshire District Council
Council Offices
Gernon Road
Letchworth
Herts
SG6 3JF

Date: 11 January 2023

The Council's Privacy Notice is available on our website: <https://www.north-herts.gov.uk/home/council-data-and-performance/data-protection/information-management-gdpr>

NOTES

- 1 **Failure to satisfy conditions may invalidate this permission and/or result in enforcement action. Particular attention should be paid to the requirements of any condition in bold.**
- 2 Applicants will need to pay a compliance fee where they request confirmation in writing of any planning consent, agreement or approval (commonly known as discharge of conditions) required by one or more conditions or limitations attached to a grant of planning permission.
- 3 The fee is £116 per request or £34 where the permission relates to an extension or alteration to a dwellinghouse or other development in the curtilage of the dwellinghouse.

The request can be informal through the submission of a letter or plans, or formal through the completion of an application form and the submission of plans. Any number of conditions may be included on a single request. The form is available via the Council's website:
www.north-herts.gov.uk/home/planning/planning-applications/submit-planning-application
- 4 If the development hereby permitted is one that will require a new postal address/es then please contact the Council's **street naming and numbering service** on 01462 474431 or email SNN@north-herts.gov.uk who will advise you on how to apply for the new address/es.

Any proposed sales and/or marketing name to be adopted by the developer should be forwarded to the **street naming and numbering service**, prior to any publication of the site details and sales information.
- 5 If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.

Appeals can be made online at: <https://www.gov.uk/planning-inspectorate>. If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

6 Purchase Notices

If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

- 7 The District Council and County Highway Authority wish to ensure that, in the implementation of the development, hereby approved, the highway verge adjacent to the property is not damaged or does not become unsightly due to the stationing of skips, parking of vehicles, storing of building materials etc thereon. Your attention is, therefore, drawn to the provisions of Section 131 of the Highways Act 1980 and to the Hertfordshire County Council Bylaws 1955 (specifically relating to grass margins and verges in Letchworth Garden City) by virtue of which such actions, unless authorised by the prior grant of a licence, constitute a prosecutable offence. Persons responsible for undertaking the development and any associated works are, therefore, strongly encouraged to take appropriate steps to ensure that no breach of the said legislation occurs during the course of such activities. In the event of any damage being caused it will be expected that suitable reinstatement is undertaken upon completion of the development. Failure to do so could also result in legal action being pursued. To obtain information regarding the issue of licences, contact Hertfordshire Highways, Hertfordshire County Council, County Hall, Pegs Lane, Hertford, SG138DQ or telephone 0300 1234 047.

8 **Cadent Gas Informative:**

Cadent Gas own and operate the gas infrastructure within the area of your development. Contact our Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to. Email plantprotection@cadentgas.com Alternatively you can register on www.beforeyoudig.cadentgas.com This service is free of charge.

THIS PLANNING PERMISSION DOES NOT CONSTITUTE APPROVAL UNDER BUILDING REGULATIONS AND IS NOT A LISTED BUILDING CONSENT OR CONSERVATION AREA CONSENT. IT DOES NOT CONVEY ANY APPROVAL OR CONSENT WHICH MAY BE REQUIRED UNDER ANY ENACTMENT, BYE-LAW, ORDER OR REGULATION OTHER THAN SECTION 57 OF THE TOWN AND COUNTRY PLANNING ACT 1990.

DELEGATED FILE NOTE

CASE OFFICER: ...Thomas Howe.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
22/02765/FP	Erection of an end-of-terrace two-bedroom dwelling following the demolition of the existing detached garage and minor alterations to the existing dwelling, together with associated parking area, private residential gardens, hard and soft landscaping for both the existing and proposed dwellings.	21 St Katherines Close Ickleford Hitchin Hertfordshire SG5 3XS

Submitted Plan Nos

ODC.22/21.05 ODC.22/21.01B ODC.22/21.02 ODC.22/21.03A ODC.22/21.04 SKCI-WSP-XX-00-TP-DR-0001-P01

1.0 Policies

D1	Sustainable design
D2	House exts, replcmnt dwellings outbuild
D3	Protecting living conditions
T2	Parking
SECN12	Achieving well-designed places
SECN14	Meeting climate change,coastal,flooding
SECN6	Building strong, competitive economy

2.0 **Site History**

2.1 No relevant history.

3.0 **Representations**

3.1 **Neighbouring Representations:**

1x Objection:

- Construction traffic may impact road surface and hedge
- Delivery details not provided
- Insufficient parking provision/space
- Insufficient space for a fire engine to turn
- Impacts from tree felling is not specified
- Loss of value from change to semi-detached to end of terrace dwelling

3.4 **Parish Council / Statutory Consultees:**

Hertfordshire Highways - No objection following pre-application advice with County. Requests informatives.

Environmental Health – Air Quality – No Objection subject to condition.

Environmental Health – Noise – No Objection.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

- 4.1.1 The application site comprises the residential curtilage forming 21 St Katherines Close in Hitchin which as existing, is a semi-detached two-storey semi-dwelling with a large rear/side garden, dropped kerb and is in a predominantly residential area. The prevailing character of the area is for either terraced or detached two-storey dwellings.

4.2 **Proposal**

- 4.2.1 Planning permission is sought for a residential development of 1x Two Bedroom dwelling, attached to the side of No. 21 with access shared with this dwelling. Parking is proposed to the front of both dwellings and amenity space is proposed to the front and rear of each dwelling.

4.3 **Key Issues**

- 4.3.1 The key issues for consideration are as follows:
- The principle of development.
 - The acceptability of the design of the proposed development and its resultant impact on the character and appearance of the area.
 - The impact that the proposed development would have on the living conditions of neighbouring properties
 - The impact that the proposed development would have on car parking provision in the area.
 - The impact that the proposed development would have on the environment.

Principle of Development

- 4.3.2 Paragraph 11 of the NPPF states that for decision making:

“c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

- 4.3.3 The proposal seeks to erect a dwelling within the curtilage of the host dwelling in an already built-up residential area in Hitchin. National and local planning policies seek to increase housing densities in urban areas as far as this is consistent with the principles of good design and place making. Provided the development complies with relevant policies with regards to design, neighbour amenity and highways impacts, I find no objection to the broad and general principle of development in this instance.

Design and Appearance:

- 4.3.4 One of the fundamental principles within the National Planning Policy Framework (NPPF) is the importance of good design. Paragraph 130 of the NPPF states that:

“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents”.

- 4.3.5 The proposed dwelling would continue the built line of No. 21 and No. 23 with similar scale and built form. It is acknowledged that this would result in the extension of the terrace and may give rise to some visual impacts for the locality, however, given its sympathetic form and suitable scale to fit within the plot, the proposed development is unlikely to detract from the appearance of St Katherines Close. It is noted that the dwelling would feature a single storey rear extension, however this would predominantly be obscured from the street scene and would not harm the visual amenities of the locality. The erection of a close boarded fence to the boundaries would not be a departure from the existing fences of this area and is considered to be a suitable means of enclosure. With regards to the proposed bin store, its siting to the front driveway is acknowledged, however it was advised that it was not practical to store the bins to the rear due to the alleyway and boundary arrangements of the proposal. It is considered that this would be on-balance acceptable given the existing character of the locality towards a relatively urbanised and industrial character given the areas of hardstanding to this part of Hitchin. Furthermore, this is the last dwelling before the allotments and therefore views of the stores in the context of other dwellings would be minimised. The use of a store compared to exposed bins is considered to be preferred and is therefore on balance acceptable.

- 4.3.6 Given the above, the proposed development is considered to acceptable and would comply with Policy 57 of the Saved Local Plan, Section 12 of the National Planning Policy Framework and Policies D1 and D3 of the Local Plan.

Impact on Neighbouring Properties:

- 4.3.7 A core planning principle set out in the NPPF is to always seek to secure a good standard of amenity for all existing and future occupants of land and buildings. This principle is reflected in the provisions of Policy 28 of the Local Plan and D3 of the Local Plan.

- 4.3.8 The proposed dwelling would not substantially enlarge the bulk of No. 21 past the rear or principal elevations of neighbouring dwellings. It is noted that the site would be to the north of No. 23 and is therefore unlikely to occasion a loss of light to neighbouring occupiers. The dwelling would be set away from the immediate rear elevation and amenity areas for No. 23 and would therefore not be overly dominant. The outlook from the dwelling would be similar to the existing views gained from No. 21 and is unlikely to be harmful by reason of a loss of privacy. It is noted that an objection was received relating to the potential impacts to value of adjoining dwellings, however, this is not a material planning consideration and no weight can be given to this. The erection of the proposed stores would modestly impact the light levels afforded to neighbours to the site. They would feature a modest height and would be set away from the windows serving neighbouring dwellings.
- 4.3.9 Given the above, it is considered that the proposed development would result in no unacceptable overbearing impact upon neighbouring occupiers and is therefore compliant with Policy 28 of the District Local Plan, Policy D3 of the local plan and the aims of the National Planning Policy Framework.

Standard of Amenity for Future Occupiers:

- 4.3.10 The proposed dwelling would benefit from approximately 75 sqm. The prescribed requirements as set out in the National Space Standards require a minimum of 75 sqm for a 2-bedroom, 2-storey dwelling and therefore, the proposed development would provide sufficient space for future occupants. Sufficient storage is also provided in accordance with the prescribed space standards. The dwelling would benefit from amenity space to the rear and amenities in the locality. This would therefore comply with Policy D1.

Highways and Parking:

- 4.3.11 Hertfordshire Highways have no objection to the proposed parking and access arrangements. They advise that sufficient parking space is provided and given that access is provided by the existing driveway, it is not considered to be objectionable. Sufficient parking spaces would be provided for both No. 21 and the new dwelling. Following consultation with the Highways officer it was agreed and with the agreement of the applicant, it was agreed that a Construction Method Statement would suitably address construction impacts. A store is proposed to the front garden to allow for bicycles to be stored on-site and to encourage sustainable transport use.

Environmental Implications:

- 4.3.12 The proposed development, by virtue of its limited scale in general terms together with the sustainable location would have no significant implications for the local environment in terms of carbon emissions and therefore would be generally in compliance with Section 14 of the NPPF. I note that trees are proposed to be felled to the front, side and rear of the site. These are outside of the Conservation Area and do not appear to contribute significantly to the locality in terms of their appearance. Some trees are proposed to be retained and this is welcomed. With regards to the biodiversity loss of these trees, the applicant has agreed to a pre-commencement condition related to

landscaping and tree planting with a goal being the net gain of biodiversity on-site in accordance with Policy NE4.

Other Matters:

- 4.3.13 Given the already constrained nature of the site together with the proposed projection to the rear of the approved dwelling, I am minded to remove the Permitted Development Rights of Classes A, B, C and E of Part 1 of Schedule 2.
- 4.3.14 Bin stores are proposed to the front garden with the ability to drag these bins to the road edge for collection.

4.4 **Conclusion**

- 4.4.1 The proposed development is considered acceptable and is considered to comply with the necessary provisions of the Local Plan policies and the National Planning Policy Framework. Grant conditional permission.

4.5 **Alternative Options**

- 4.5.1 None applicable.

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. 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.

4. Before the first occupation of the dwelling hereby approved, the cycle and bin stores indicated on plans ODC.22/21.03 B and ODC.22/21.05 shall be erected.

Reason - to comply with the provisions of the SPD Parking Provision at New Developments.

5. Prior to occupation, the proposed new 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.

6. None of the trees to be retained on the application site shall be felled, lopped, topped, uprooted, removed or otherwise destroyed or killed without the prior written agreement of the Local Planning Authority.

Reason: To safeguard and enhance the appearance of the completed development and the visual amenity of the locality.

7. Before the commencement of any other works on the site, trees to be retained shall be protected by the erection of temporary chestnut paling or chain link fencing of a minimum height of 1.2 metres on a scaffolding framework, located at the appropriate minimum distance from the tree trunk in accordance with Section 4.6 of BS5837:2012 'Trees in relation to design, demolition and construction - Recommendations, unless in any particular case the Local Planning Authority agrees to dispense with this requirement. The fencing shall be maintained intact for the duration of all engineering and building works. No building materials shall be stacked or mixed within 10 metres of the tree. No fires shall be lit where flames could extend to within 5 metres of the foliage, and no notices shall be attached to trees.

Reason: To prevent damage to or destruction of trees to be retained on the site in the interests of the appearance of the completed development and the visual amenity of the locality.

8. Prior to the commencement of development a Construction Method Statement shall be submitted to and approved in writing by the local planning authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Statement.

The Construction Method Statement shall address the following matters:

- a. A site layout plan showing access routes for neighbouring occupiers;
- b. Details of parking by contractors;
- c. Details of hours of construction and operation;
- d. Details of materials storage on-site;
- e. Disposal of surplus materials;
- f. Details of the delivery of construction materials and equipment.

Reason: In the interests of highway safety, amenity and free and safe flow of traffic.

9. Prior to the commencement of the approved development, the following landscape details shall be submitted:
- 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 hardscaping proposed

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

10. (a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of written information allowing a preliminary environmental risk assessment to be undertaken, which allows the creation of a Conceptual Site Model which indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites), with a view to determining the presence of contamination likely to be harmful to human health, and the built and natural environment.
- (b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then 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
- (c) 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 (b), above; has been submitted to and approved by the Local Planning Authority.
- (d) 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 (c) 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.
- (e) Any contamination, other than that reported by virtue of condition (a) and (b), 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.

Proactive Statement:

Planning permission has been granted for this proposal. The Council acted proactively through early engagement with the applicant at the pre-application stage which led to improvements to the scheme. 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. 1) 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-low-emission-vehicles>
- o UK Government is intending to issue 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 consultation response.

2. 2) The above condition is considered relevant and reasonable for the following

reasons:

- o Paragraphs 170 (e), 181 of the NPPF, which refer to the effects (including cumulative effects) of pollution (including air pollution) on health, the natural environment (including air quality).
- o Paragraphs 102 (d), 105 (e) and 110 (e) of the NPPF, which refer to the need to promote sustainable transport including the provision for charging plug-in and other ultra low emission vehicles'.
- o HCC Local Transport Plan (LTP4) 2018-2031 which includes an objective to 'preserve the character and quality of the Hertfordshire environment' and 'make journeys and their impact safer and healthier', as well as its Emissions Reduction Policy 19.
- o It is consistent with the approach specified in the NHDC Air Quality Planning Guidance Document, which is referenced within the current consultation version of the Local Plan.

3. AN1) 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.
4. AN2) 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.

Signed  Anne McDonald Determining Officer	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
--	---

Date: 11 January 2023	
------------------------------	--



Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CH0242
County Hall
Pegs Lane
Hertford
SG13 8DE

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

District ref: 22/02765/FP
HCC ref: NH/14428/2022
HCC received: 27 October 2022
Area manager: Matthew Armstrong
Case officer: Paul Marshall

Location

21 St Katherines Close, Ickleford, Hitchin, Hertfordshire, SG5 3XS

Application type

Full Application

Proposal

Erection of an end-of-terrace two-bedroom dwelling following the demolition of the existing detached garage and minor alterations to the existing dwelling, together with associated parking area, private residential gardens, hard and soft landscaping for both the existing and proposed dwellings.

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1) 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.

AN2) 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.

COMMENTS

The proposals are for Erection of an end-of-terrace two-bedroom dwelling following the demolition of the existing detached garage and minor alterations to the existing dwelling, together with associated parking area, private residential gardens, hard and soft landscaping for both the existing and proposed dwellings. Katherines Close 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.

Policy Review:

The key documents used to assess the application are

- Manual for Streets 2007
- National Planning Policy Framework (July 2021)
- Hertfordshire County Council's (HCC) Local Transport Plan-4 [2018-2031, May2018]
- Roads in Hertfordshire Design Guide 3rd Edition -2011

PLANNING HISTORY

The application site has no previous planning history

DRAWINGS

The Highway Authority note the submission of materials in support of the planning application, including drawing numbers: SKCI-WSP-XX-00-TP-DR-0001 P01, ODC.22/21/.01-04,

PARKING

The proposals are in accordance Manual for Streets 8.3.58, which states 'The recommended dimensions of off-street parking bays are that they are laid out as a rectangle at least 4.8 m long by 2.4 m wide for the vehicle' as demonstrated on drawing SKCI-WSP-XX-00-TP-DR-0001 P01.

DRAINAGE

Any surfacing arrangement should be in accordance with DCLG guidance on the permeable surfacing of front gardens and shall be surfaced to LPA approved durable bound material.

Guidance on permeable surfacing of front gardens can be found on the government website: <https://www.gov.uk/government/publications/permeable-surfacing-of-front-gardens-guidance>

ACCESS

No new access is proposed, any new hard standing / driveway should be of a bound material to reduce the risk of loose surface dressings entering the highway.

VISIBILITY

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. (MfS 2007) (Reference: Visibility along the street edge, Manual for Streets, Section 7.8.3, Page 94).

EMERGENCY ACCESS

The nature of the site puts the proposals / access within 45 meters from the public highway (As required in accordance with MfS 6.7.2)

REFUSE / RECYCLING

The proposals for recycling bin storage must be in line with Manual for Streets MfS 6.8.9 residents should not be required to carry waste more than 30m and be within 25m of the kerbside/bin collection point

TREES

The Highway Authority note that the trees which need to be removed are on the applicant's land and are not under any TPO. There is some disease on the tree nearest to the footpath which would need removing anyway. Therefore, the Highway Authority are agreed the trees / bushes can be removed.

CONCLUSION

Subject to the informatives, this level of development is unlikely to generate any extra movements which would ultimately lead to demonstrable harm to the highway network in terms of free flow and capacity, therefore; the highway authority would not wish to restrict the grant of planning permission.

Signed

Paul Marshall

15 November 2022

MEMORANDUM

To: Thomas Howe – Planning Control From: Laura Blazquez, Environmental Protection.

Date: 16/12/2022

Our Ref: PLAN/04906/22

Your Ref: 22/02765/1

Subject: 21 St. Katherines Close, Ickleford

Thomas,

Having considered the Environmental Protection Team records and having reviewed the information submitted with this application, I have the following recommendations.

Land Contamination:

The Environmental Protection Team have no objection to this application. However, the application is for development to a land use which would be particularly sensitive to the presence of land contamination. Therefore it is important that the potential risk from contamination, which may be present in soil beneath the site, be properly assessed and, if found to be necessary, dealt with in an appropriate manner.

As the above application is for a small development to one dwelling, and as we are not aware of any previous potentially contaminative use of the site, we have provided a questionnaire for the applicant to complete and return, (available on the NHDC website, www.north-herts.gov.uk at Environmental Health\ Pollution\ Contaminated Land\ Development of Brownfield Sites and Developments with Sensitive End Uses). Once the completed questionnaire is returned, we will use the information provided to ascertain whether a more formal assessment, or investigation of land contamination, is necessary.

Given the above, I would recommend that the applicant be provided with the questionnaire, and that the following condition be attached to any permission given for this development:

Land Contamination Condition

- (a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of written information allowing a preliminary environmental risk assessment to be undertaken, which allows the creation of a Conceptual Site Model which indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites), with a view to determining the presence of contamination likely to be harmful to human health, and the built and natural environment.
- (b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then 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
- (c) 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 (b), above; has been submitted to and approved by the Local Planning Authority.

(d) 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 (c) 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.

(e) Any contamination, other than that reported by virtue of condition (a) and (b), 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.

The Environmental Protection Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.north-herts.gov.uk by searching for contaminated land, and I would be grateful if applicants could be made aware of this.

Should you have any questions, or wish to discuss any aspects of this advice, please let me know.

Regards

Laura Blazquez
Environmental Protection Officer



PETER GEORGE TOWN PLANNING

A: Peter George Town Planning, Nine Hills Road, Cambridge, CB2 1GE

E: tom@petergeorgetownplanning.com



21 October 2022

Development Control
North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
SG6 3JF

Dear Sirs

Full Planning Application: 21 St Katharines Close, Ickleford, SG5 3XS

Erection of an end-of-terrace two-bedroom dwelling following the demolition of the existing detached garage and minor alterations to the existing dwelling, together with associated parking area, private residential gardens and hard & soft landscaping for both the existing and proposed dwellings.

Introduction & Background

Peter George Town Planning has been instructed by Mr and Mrs King to submit a planning application to North Hertfordshire Council (the Council) seeking permission for the erection of an end-of-terrace two-bedroom residential dwelling at no.21 St Katharines Close, Ickleford.

The application is accompanied by:

- Drawings: ODC.22/21.01, ODC.22/21.02, ODC.22/21.03, ODC.22/21.04 & SKCI-WSP-XX-00-TP-DR-0001 P1
- This covering letter & supporting statement
- Duly completed and signed application form and ownership certificates
- Fee of £462 (already paid through the Planning Portal)



Pre-Application

The application follows an earlier pre-application submission (ref. 21/03268/PRE) made to the Council in December 2021. The response from the Council (response attached as **Appendix 1**) was very favourable to the proposed development. Indeed, the planning officer concluded as follows:

“In conclusion, it is my view that the proposed development would accord with the policy provisions of the framework taken as a whole. I consider that the provision of an additional dwelling against the Housing Land Supply together with the other matters of an acceptable design and amenity, would demonstrably outweigh any harm that arises from the development. Therefore, I support the development.”

As such, these proposals are in broad accordance with those put forward at pre-application stage and it is anticipated that they would be met with a similarly strong endorsement.

The Site and Surroundings

No.21 St Katharines Close is a semi-detached property of mid-twentieth century construction. Nos. 21 and 23 (the two properties in the pair) front St Katharines Close as it turns to the south from the main part of the close. The property has a small single storey projection to the site and a single storey detached garage is located within the rear garden.



Figure 1 - Location Plan



The south-eastern boundary of the site adjoins the adjacent privately-owned allotments. A hedge runs down the full length of this boundary with a number of unprotected trees on or adjacent to the boundary, including a row of conifers that extent several metres to the rear of the existing dwelling. The property has a rear garden that extends to the south-west by some 23m where it backs onto the rear of properties fronting Bedford Road.

St Katharines Close is part of the adopted highway although it is an unclassified road. The area to the south that serves the allotments and playing field is in private ownership. The property has a vehicular access onto St Katharines Close with a small driveway and parking area currently suitable for approximately 3 cars.



Figure 2 - Existing Site Photographs

The Development Proposals

The proposed development is described as follows:

“Erection of an end-of-terrace two-bedroom dwelling following the demolition of the existing detached garage and minor alterations to the existing dwelling. Associated parking area, private residential gardens and hard & soft landscaping for both the existing and proposed dwellings.”



The proposal is to erect an end-of-terrace to no.21 essentially thus turning the existing semi-detached pair into a terrace of three. The proposed dwelling would have a design, form and height similar to the existing semi-detached pair. The proposed dwelling would incorporate a modest single storey projection to the rear. A small front porch canopy is proposed to match the existing. Materials and detailing are proposed to match those used on the adjacent pair.



Figure 3 - Proposed Elevations

The proposal put forward would extend the full width of the site with the flank wall of the proposed dwelling positioned adjacent to the boundary with the allotments to the south. A passageway is proposed to enable a shared access to the rear of the new and existing dwellings.

Site Layout, Access & Parking

At present, the property has a single access point onto St Katharines Close and there is parking for approximately 3-4 cars within the frontage. The proposal is to remove the front hedge and create a double shared parking area to the front of the existing and proposed dwellings with sufficient space for two parking spaces for each dwelling. Provision is made for a separate pedestrian access to each dwelling with one electric-vehicle-charging point, a cycle store and area for bin storage accommodated in the frontage.

Policy Background

Applications for planning permission should be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for the area comprises the **North Herts District Local Plan No.2 with Alterations 1996** (Policies Saved 2007). It is acknowledged that the local plan is out of date and relevant



policies should therefore be considered in accordance with their degree of consistency with the Framework.

Policies relevant in this case are:

- Policy 5: Excluded Villages
- Policy 55: Car Parking Standards
- Policy 57: Residential Guidelines and Standards

The **Emerging North Herts Local Plan 2011-2031** also carries some weight in decision making and policies should be considered based on their degree of consistency with the Framework, the extent to which there are unresolved objections to relevant policies, and the stage of preparation of the Plan. The Emerging Plan is at a very advanced stage of preparation, and it is therefore anticipated that moderate-significant weight can now be attributed to relevant policies.

Policies relevant in this case are:

- Policy SP2: Settlement Hierarchy and Spatial Distribution
- Policy SP9: Design and Sustainability
- Policy T2: Parking
- Policy D1: Sustainable Design
- Policy D3: Protecting Living Conditions

The following additional documents are also relevant:

- Vehicle Parking at New Development SPD September 2011

The **National Planning Policy Framework** sets out planning policies for England and how these are expected to be applied. The Framework places at its heart an emphasis on granting planning permission for sustainable development; sustainable development being that which contributes to economic, environmental and social ambitions. The online **Planning Practice Guidance** is also a material planning consideration where relevant.



Planning Analysis

The Principle & Key Issues

The application site is located within the settlement limits of Ickleford and therefore Saved Policy 5 and Emerging Policy SP2. Saved Policy 5 indicates support for new development where this is compatible with the maintenance and enhancement of village character, and where Green Belt boundaries are maintained, whilst Emerging Policy SP2 is supportive of new development within the larger towns and settlements within the district, including Ickleford.

As such, and as indicated in the pre-application response, it is considered that the principle of the erection of a new dwelling in this location is acceptable. The success or otherwise of the application will therefore rely on the detailed planning issues which are considered to be as follows:

- The effect on the character and appearance of the area.
- The quality of the proposed residential accommodation.
- The effect on the living conditions of neighbouring properties.
- The effect on the safe operation of the adjacent highway.

The Effect on the Character and Appearance of the Area

No.21 essentially occupies a double plot width and, as such, a new dwelling of a size similar to that of the existing is capable of being accommodated. Moreover, the dwelling proposed would relate to the existing street pattern in that it would front St Katharines Close as per the existing arrangement and be of a similar design, form and scale.



Figure 4 - Proposed Front & Side Elevations



In terms of its design, the proposed dwelling has been designed in a manner so as to relate seamlessly with the semi-detached pair to which it would be attached. The fundamental form, massing and size of the proposed dwelling would be consistent with the existing pair, whilst window positions and sizes, materials and other detailing would all relate to the existing pair.

It is proposed that the flank wall of the proposed dwelling would extend to the extent of the shared boundary with the allotment site to the south. It is considered that this would be appropriate given that the site adjoins an open parcel of land that is unlikely to be developed in the future.

For the reasons discussed above, it is considered that the proposed dwelling would have a size and design that would relate acceptably to the existing semi-detached pair and would thus have an acceptable effect on the character and appearance of the area.

Quality of the Proposed Accommodation

The proposed dwelling would provide ample accommodation for a two-bedroom dwelling. Rooms would be of a generous size with sufficient natural light and ventilation. The rear garden would measure approximately 23m in length and would be sufficient for a property of this size.

It is considered that the proposed dwelling would provide a good standard of accommodation for potential occupants.

Effect on Neighbouring Properties

The key relationship is that which the proposed dwelling would have with the existing property no.21 St Katharines Close.

With respect to external amenity/garden space, sufficient space would be retained to the rear and front of this property to serve this property. In terms of its physicality or positioning, the proposed dwelling would not cause harm to no.21 in terms of outlook or loss of daylight/sunlight to the house or its main external amenity areas. A small single-storey projection is proposed to be incorporated within the design, but this would not be harmful given its modest projection and height.

A bungalow has recently been approved (ref. 21/00457/FP) to the rear of no.19 and this would be positioned to front the access road. However, the proposed dwelling would be



set back several metres from the edge of the road and it is considered that it would have little tangible effect on this property if built as approved.

It is not considered that the proposed dwelling would cause any material harm to the living conditions of no.21 St Katharines Close or any other neighbouring properties.

Highways/Car Parking

Paragraph 109 of the Framework states that **“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”**

Highway Safety

The proposed development essentially involves the extension of the existing vehicular access point (including the removal of the existing hedge) to create a wide frontage with sufficient space for four parked cars all able to access the site independently. This arrangement has been analysed by our transport consultants WSP and it has been demonstrated that sufficient space exists for four 'large' cars to reverse out onto and egress the access road in forward gear. This is demonstrated by Drawing SKCI-WSP-XX-00-TP-DR-0001 P1 which accompanies the submission.

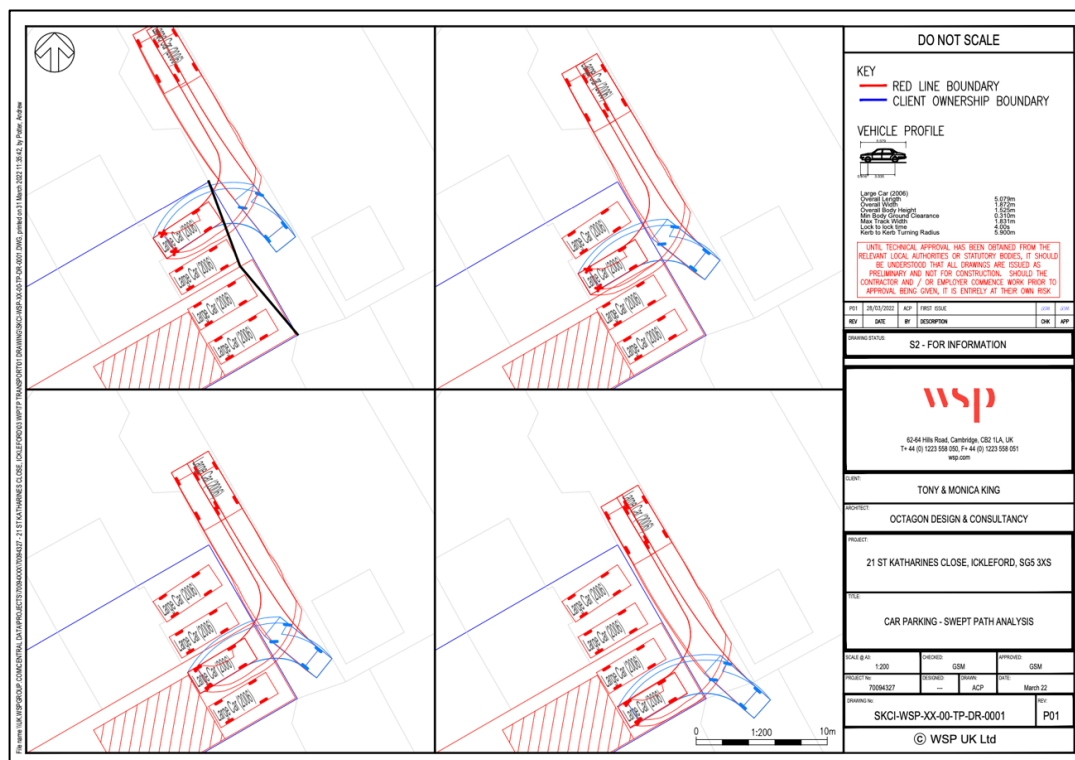


Figure 5 - SKCI-WSP-XX-00-TP-DR-0001 P1



Trip Generation/ Capacity of the Highway

St Katharines Close is an unclassified local road and this particular section serves only a small number of houses as well as the allotment site to the south. As such, traffic numbers along this part of the highway are very low whilst the speed of any vehicles is likely to be very low given the relatively narrow width of the highway adjacent to the site. Moreover, traffic movements related to the proposed dwelling are likely to be low and it is considered that the additional vehicle movements would be negligible compared with the current scenario and would not cause any harm to the capacity or safety of the adjacent road network.

Car Parking & Bicycles

A total of four parking spaces are proposed: two for the existing dwelling, two for the proposed dwelling. This would ensure compliance with the Council's Vehicle Parking at New Development SPD.

A small cycle store is to be provided within the site frontage to ensure the provision of some secure cycle storage for each dwelling.

Summary

It is considered that the proposed access and car parking arrangements would be acceptable and that the proposals would be acceptable in highways safety terms.

Summary/Conclusions

This letter supports an application for planning permission for the erection of a new two-bedroom dwelling attached to the existing semi-detached pair; nos. 21 & 23 St Katharines Close.

The proposals attracted support from officers when submitted at pre-application stage and these proposals are largely in line with those commented on. As such, it is considered that the proposals are acceptable and should be supported, particularly in light of the presumption in favour of sustainable development that is activated given the Council's current inability to demonstrate that they have a five-year supply of available land for housing.

Please contact me if you require any further information regarding this submission.



Yours sincerely,



Tom Donovan BA(Hons) MA MRTPI
PETER GEORGE TOWN PLANNING



APPENDIX 1: Response Pre-Application Ref. 21/03268/PRE

Peter George Town Planning
Nine Hills Road
Cambridge
CB2 1GE

Our Ref : 21/03268/PRE

Contact : Thomas Howe
Direct Line: 01462 474249
Email : thomas.howe@north-herts.gov.uk
Date: 19 January 2022

Dear Sir / Madam,

**Erection of an end-of-terrace two-bedroom dwelling with new vehicular access to front.
New vehicular access to serve no.21
21 St Katherines Close, Ickleford, Hitchin, Hertfordshire, SG5 3XS**

I refer to your request for pre-application advice regarding the aforementioned site; I am writing to you following an assessment of the supporting documents submitted.

I would emphasise that this document does not constitute a formal determination and is without prejudice to any subsequent planning application.

For your information the relevant government guidance and policies from the development plan are as follows:

National Planning Policy Framework (generally and specifically);

Section 2 – Achieving sustainable development
Section 5 – Delivering a sufficient supply of homes
Section 8 - Promoting healthy communities
Section 9 - Promoting sustainable transport
Section 11 – Making effective use of land
Section 12 – Achieving well-designed places

North Hertfordshire District Local Plan No. 2 with Alterations 1996:

Policy 8 – Development in Towns
Policy 26 - Housing Proposals
Policy 55 – Car Parking
Policy 57 – Residential Guidelines and Standards

Local Plan 2011 - 2031 Proposed Submission

Policy SP1 Sustainable Development in North Hertfordshire
Policy SP2 Settlement Hierarchy
Policy SP8 Housing
Policy SP9 Design and Sustainability
Policy SP10 Healthy Communities
Policy T2 Parking

Policy D1 Sustainable Design
Policy D3 Protecting living conditions
Policy NE8 Sustainable Drainage Systems
Policy NE12 Renewable and low carbon energy development

In addition, the Supplementary Planning Document: Design is applicable. This document, the North Hertfordshire District Local Plan Proposed Submission and the North Hertfordshire District Local Plan No. 2 with Alterations can be viewed on the Council's website: <https://www.north-herts.gov.uk/>

The Site:

The application site comprises the residential curtilage forming 21 St Katherines Close in Hitchin which as existing, is a semi-detached two-storey semi-dwelling with a large rear/side garden, dropped kerb and is in a predominantly residential area. The prevailing character of the area is for either terraced or detached two-storey dwellings.

The Proposal:

Pre-application advice is sought for a residential development of 1x Two Bedroom dwelling, attached to the side of No. 21 with access shared with this dwelling. Parking is proposed to the front of both dwellings and amenity space is proposed to the front and rear of each dwelling.

Key Issues:

The key issues for consideration are as follows:

- The acceptability of the design of the proposed development and its resultant impact on the character and appearance of the area;
- The impact that the proposed development would have on the living conditions of neighbouring properties;
- The impact that the proposed development would have on car parking provision in the area.

Principle of Development:

The Council is required to determine all planning applications in accordance with the development plan, which currently consists of the North Hertfordshire District Local Plan no.2 with Alterations (SLP). Some weight is also afforded to the emerging North Hertfordshire Local Plan 2011-2031 (ELP). The National Planning Policy Framework (NPPF) is also a material planning consideration.

Following revised publications of the National Planning Policy Framework (NPPF), the council's five-year land supply position has deteriorated. At this time, the council cannot demonstrate a five-year land supply which in accordance with paragraph 11d of the NPPF engages the tilted balance.

The principle of residential development is broadly acceptable in this instance as the site is within the town of Hitchin and seeks to meet the housing development needs of the District, which is in accordance with Policy 8 of the SLP and Policy SP2 of the ELP. That said, the proposal still needs to satisfy other relevant policies within the framework in order to fully comply with the aforementioned policies.

Paragraph 130 of the NPPF states that:

“Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”.

Overall, I have no objection to the principle of the erection of two-storey dwelling given its location within the built core of Hitchin wherein there is a position in favour of sustainable development.

Design and Appearance:

The proposed dwelling would be attached to the side of the existing semi-detached dwelling of No.21 St Katherine's Close. This part of the site is currently in use as a driveway and serves No. 21. I have no concerns with regards to the proposed design and appearance of the proposed dwelling given its sympathetic built form and appearance to No. 21 and the prevailing appearance of dwellings locally. I consider that this set of dwellings would continue to be balanced in appearance. I do not consider that the development would overcrowd the site and surrounding area given the relatively open nature of the locality by virtue of the presence of the allotments nearby. I note that the dwelling would be close to the southern boundary of the site, however, dwellings locally are also presently in proximity to the boundaries of the sites that they sit in. The access and overall layout of the site would be acceptable and sympathetic to the local street scene.

Overall, the design and layout of the proposed development is considered to be acceptable.

Impact on Amenity of Current and Future Occupiers:

With regards to the prospective amenity of future occupiers, the proposed dwelling would marginally exceed the minimum standards for a three-person, two storey, two bed dwelling. No storage is shown on floor plans and therefore, without at least 2 sqm of built-in storage, the

development would fail to meet the Nationally Prescribed Space Standards. The dwelling would however benefit from outdoor amenity spaces, large windows and is unlikely to experience overlooking or a loss of light from neighbouring dwellings as existing.

It is acknowledged that a most projection is proposed beyond the rear elevation of the existing dwelling at No. 21. This would be to the south of No. 21 and therefore may marginally reduce midday light levels for No 21, though this would not be so substantial that it would warrant an objection. Overlooking from the development is unlikely to be substantial, though the proposed first floor side window may be conditioned to be obscure glazed.

Overall, I raise no objection with regards to the prospective amenities of future and current occupiers, but strongly advise that the applicant consider implementing changes to internal layouts to ensure that Nationally Prescribed Space Standards are met or exceeded.

Highways and Parking:

The proposed development shows 2 parking spaces per dwelling, which is in accordance with T2 of the ELP and The Vehicle Parking at New Developments SPD (VPND).

The VPND continues to provide minimum cycle parking standards. The requirement states that one secure resident cycle parking space should be provided per dwelling if no garage is provided. In terms of visitor cycle parking, where relevant to the scale of this proposal, there is a requirement for one visitor cycle parking space per dwelling. It is considered that such provision would be required if a planning application is submitted.

Overall Planning Balance:

In conclusion, it is my view that the proposed development would accord with the policy provisions of the framework taken as a whole. I consider that the provision of an additional dwelling against the Housing Land Supply together with the other matters of an acceptable design and amenity, would demonstrably outweigh any harm that arises from the development. Therefore, I support the development.

Conclusion:

No objection is raised to the proposed development. To overcome my concerns raised, I would suggest amending the internal layout to incorporate built-in storage and to provide a shed for external storage and covered bike storage.

Any advice given by Council Officers for pre-application enquiries does not constitute a formal response or decision of the council with regards to future planning permission or other consents. The above comments are not binding on any future decision of the Local Planning Authority.

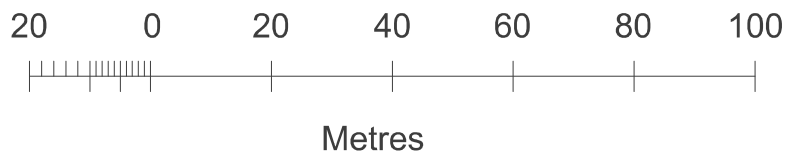
Thomas Howe

Thomas Howe

Planning Officer

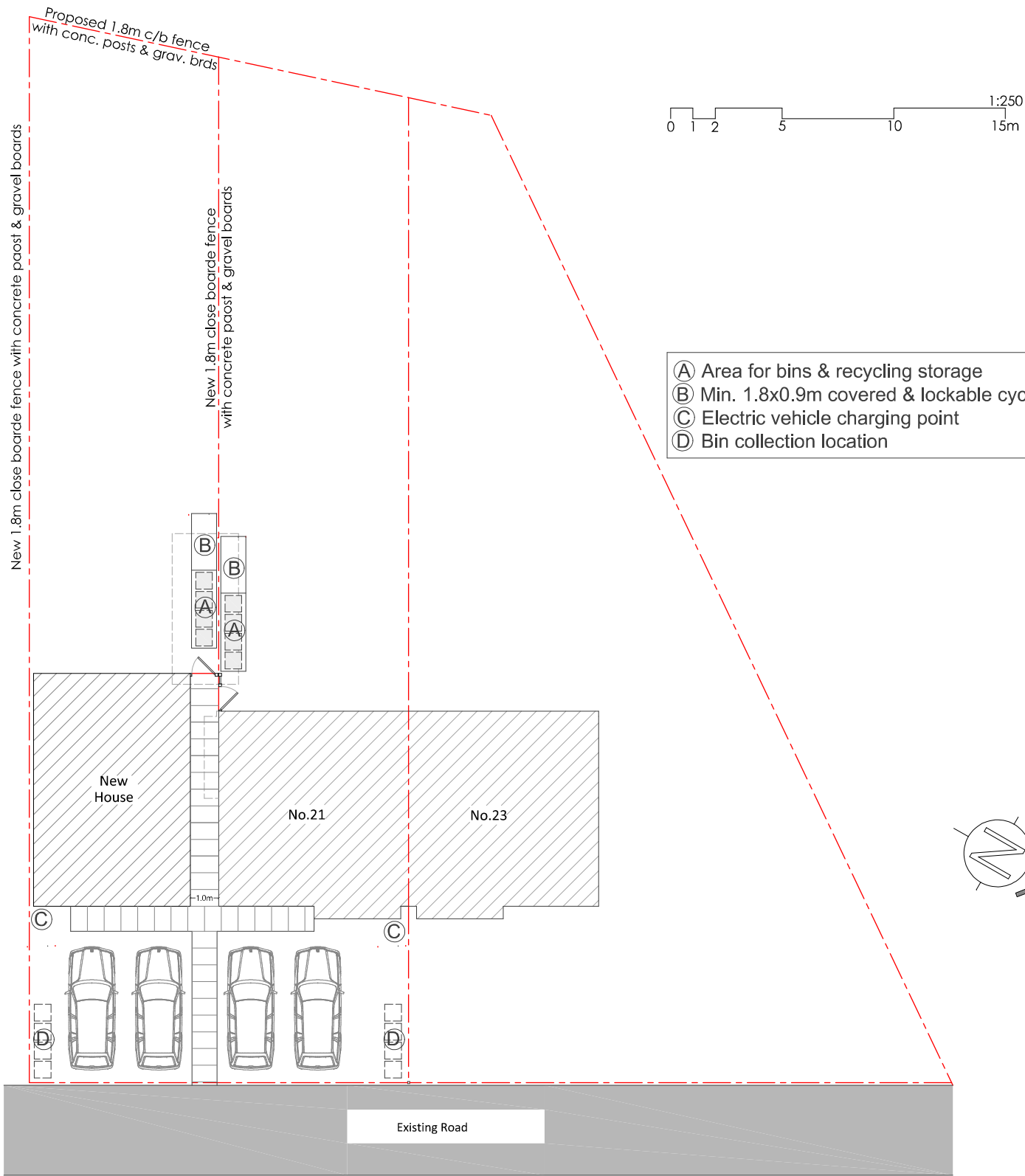
The Council's Privacy Notice is available on our website:

<https://www.north-herts.gov.uk/home/council-data-and-performance/data-protection/information-management-gdpr>

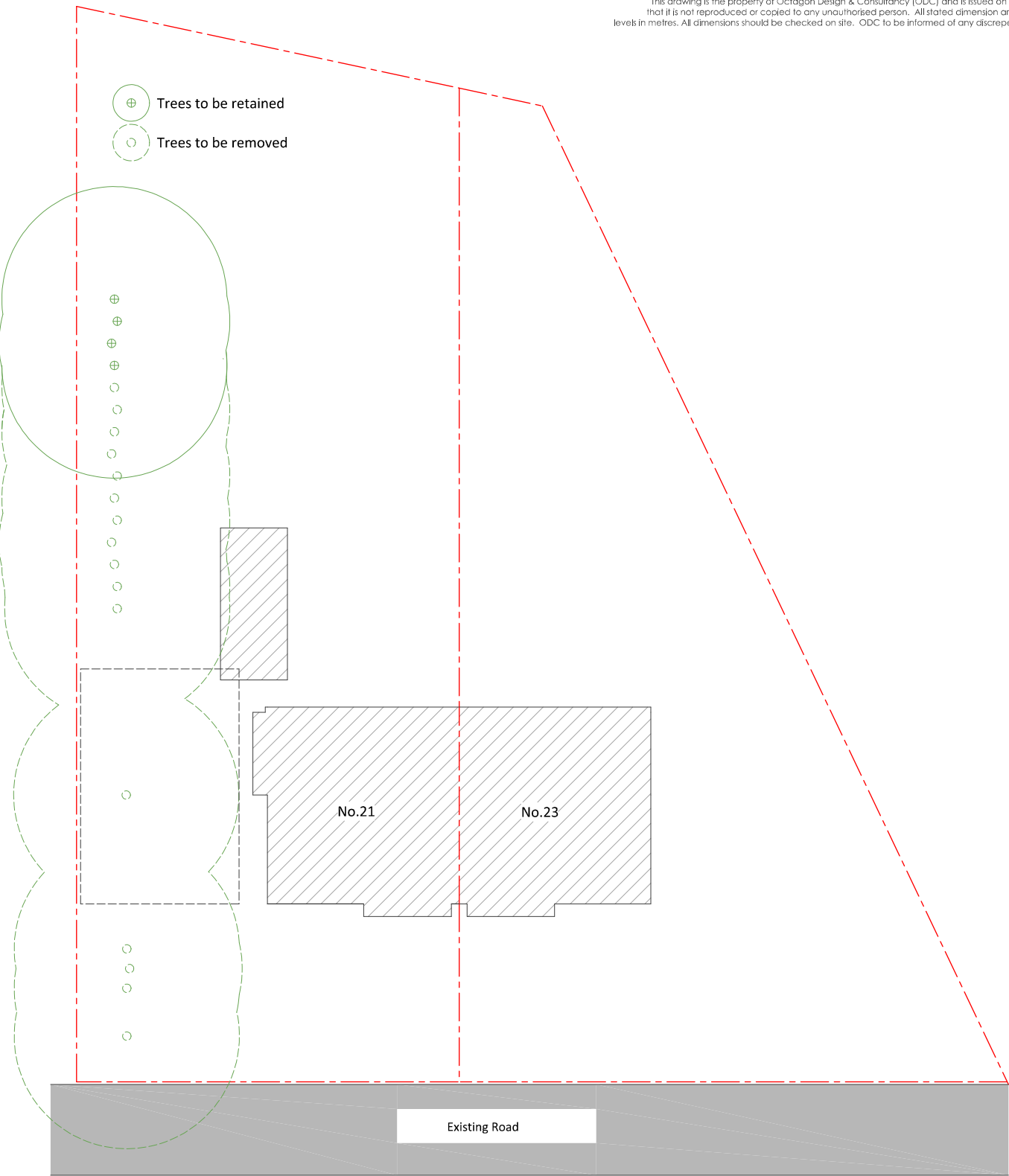


PLANNING DRAWING

	Rev.	Date	Note
Drawing Title	Drawing Number ODC.22/21.04		
Location Plan	Scale 1:1250	Paper Size A4	Date Oct' 22
Project	Octagon Design & Consultancy 2a Bournemouth Rd - STEVENAGE - Herts SG1 2PN e: trj13@icloud.com m: 07831 146756		
21 St Katherines Close, ICKLEFORD SG5 3XS			



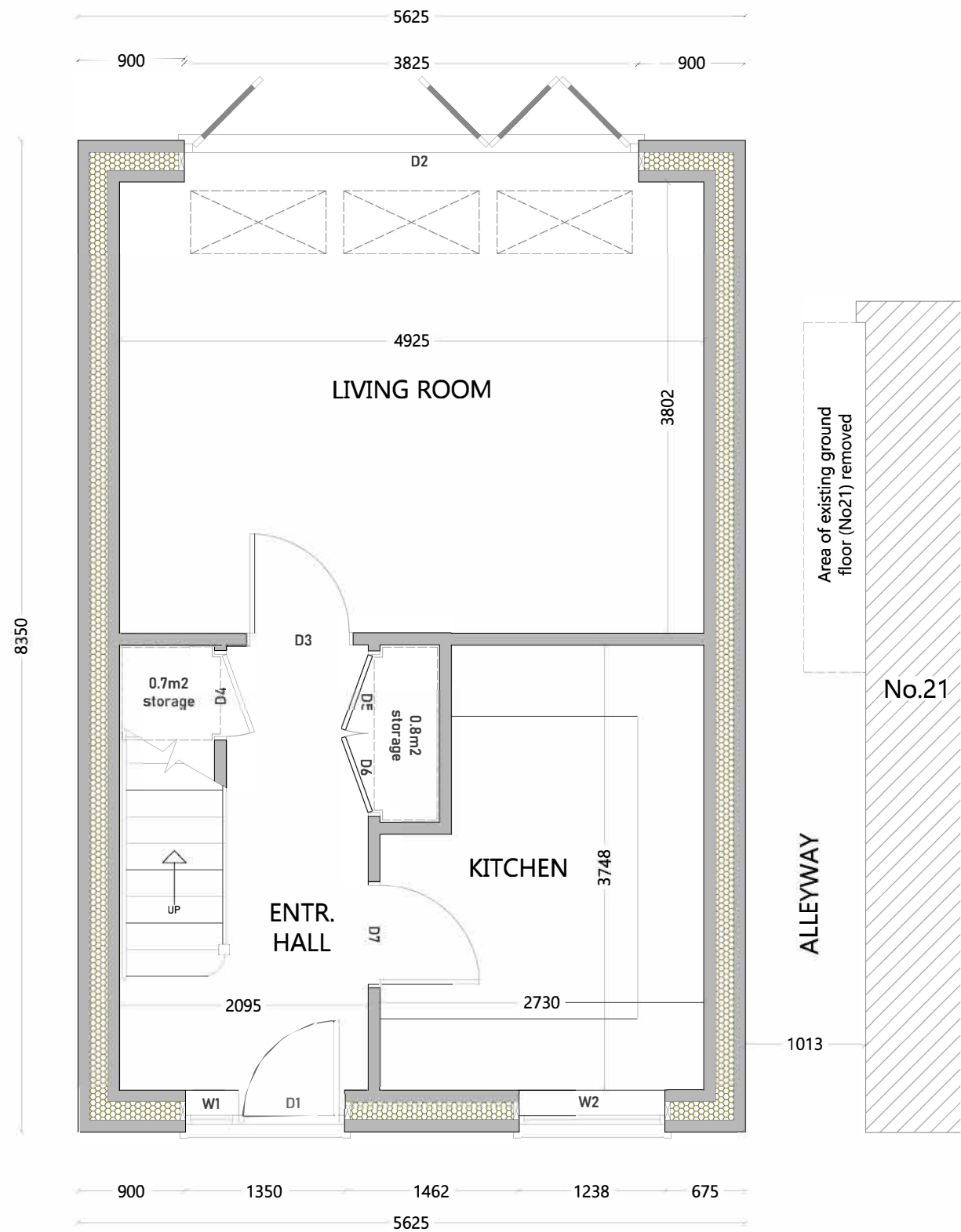
Proposed Site Plan



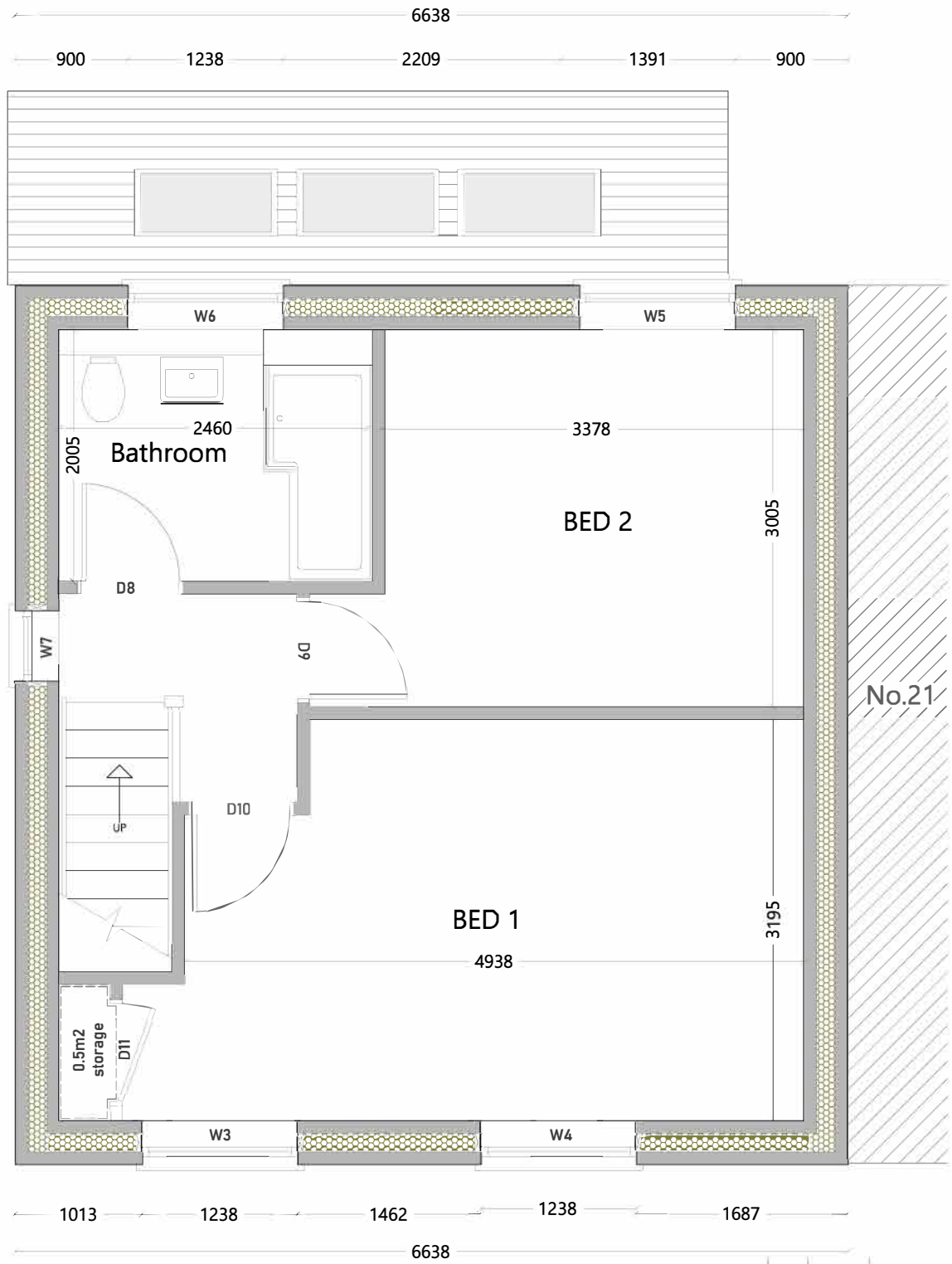
Existing Site Plan (showing trees to be removed)

PLANNING DRAWING

B	21/12/22	Bin store & cycle storage relocated to rear garden, bin collection point added to front of both properties
A	24/11/22	Notation of rear fence amended
Rev.	Date	Note
Project		
21 St Katherines Close, ICKLEFORD SG5 3XS		
Drawing Title		
Site Plan		
Drawing Number ODC - 22/21.03 B		
Scale	1:250	Paper Size A3 Date Oct' 22
Octagon Design & Consultancy		
2a Bournemouth Rd - STEVENAGE - Herts SG1 2PN		
e: trj13@cloud.com		
m: 07831 146756		

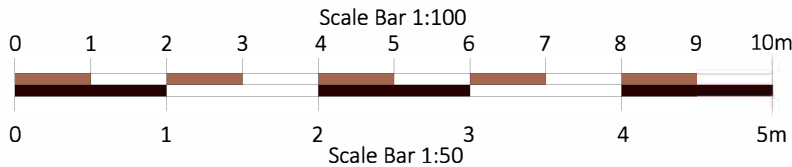


PROPOSED GROUND FLOOR PLAN



PROPOSED 1st FLOOR PLAN

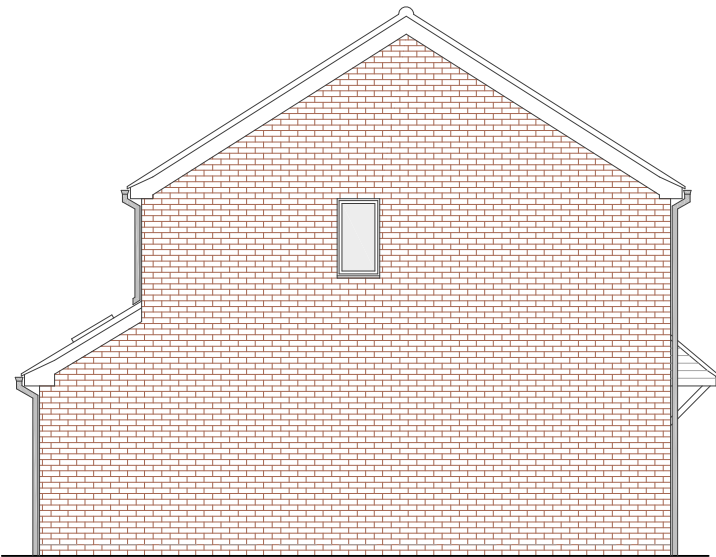
PLANNING DRAWING



A	14.12.22	1.5 sq m's built-in storage shown
Rev.	Date	Note
Project		
21 St Katherines Close, ICKLEFORD SG5 3XS		
Drawing Title		
Proposed New House - Floor Plans		
Drawing Number ODC - 22/21.01 B		
Scale 1:50	Paper Size A3	Date Oct' 22
Octagon Design & Consultancy		
2a Boumemouth Rd - STEVENAGE - Herts SG1 2PN		
e: trj13@icloud.com		
m: 07831 146756		



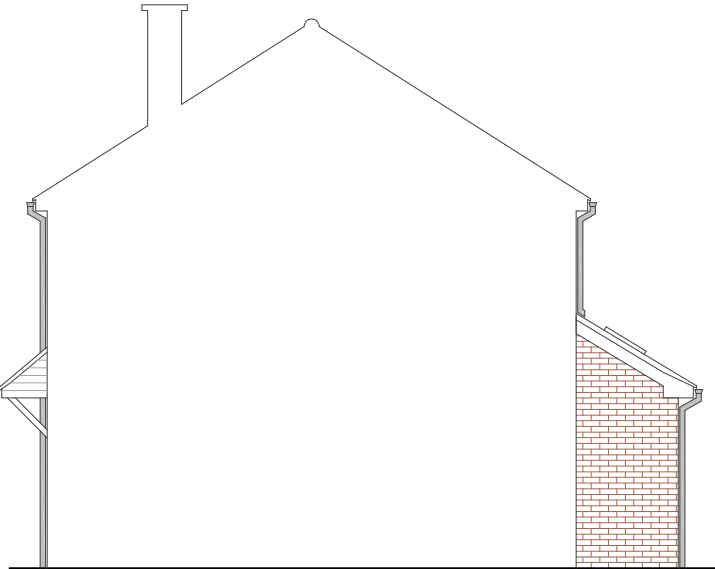
Proposed East Elevation No.21



Proposed South Elevation



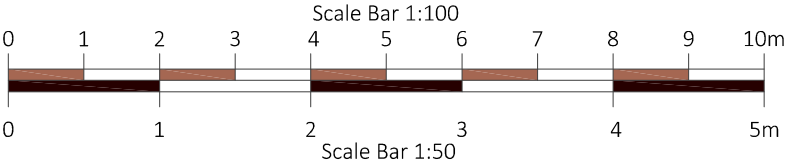
No.21 Proposed West Elevation



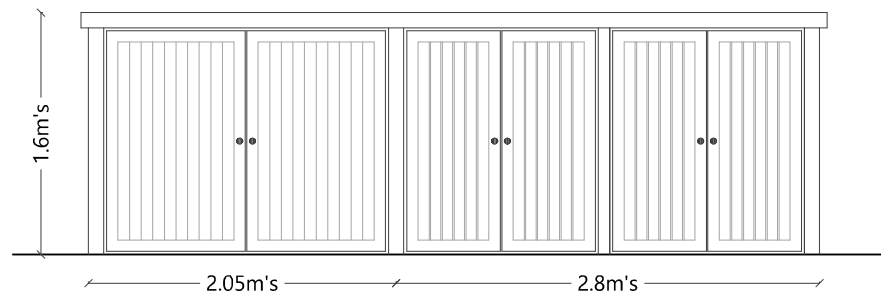
Proposed North Elevation

MATERIALS FOR PROPOSED NEW HOUSE
Face brickwork to match existing
Concrete interlocking tiles to match existing
for main roof
Concrete plain tiles for proposed porch to
match existing porch tiles

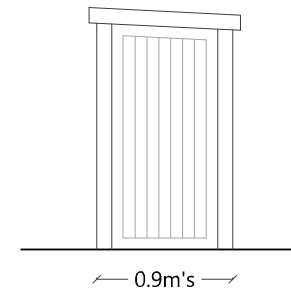
PLANNING DRAWING



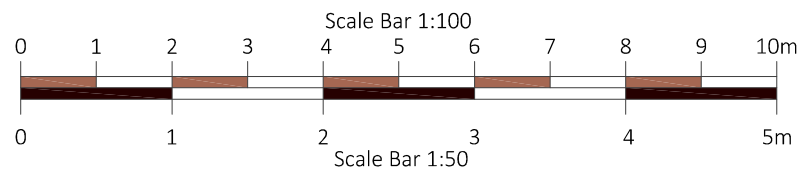
Rev.	Date	Note
Project		
21 St Katherines Close, ICKLEFORD SG5 3XS		
Drawing Title		
Proposed New House - Elevations		
Drawing Number ODC - 22/21.02		
Scale 1:100	Paper Size A3	Date Oct' 22
Octagon Design & Consultancy		
2a Bournemouth Rd - STEVENAGE - Herts SG1 2PN		
e: tdj13@icloud.com		
m: 07831 146756		



FRONT ELEVATION



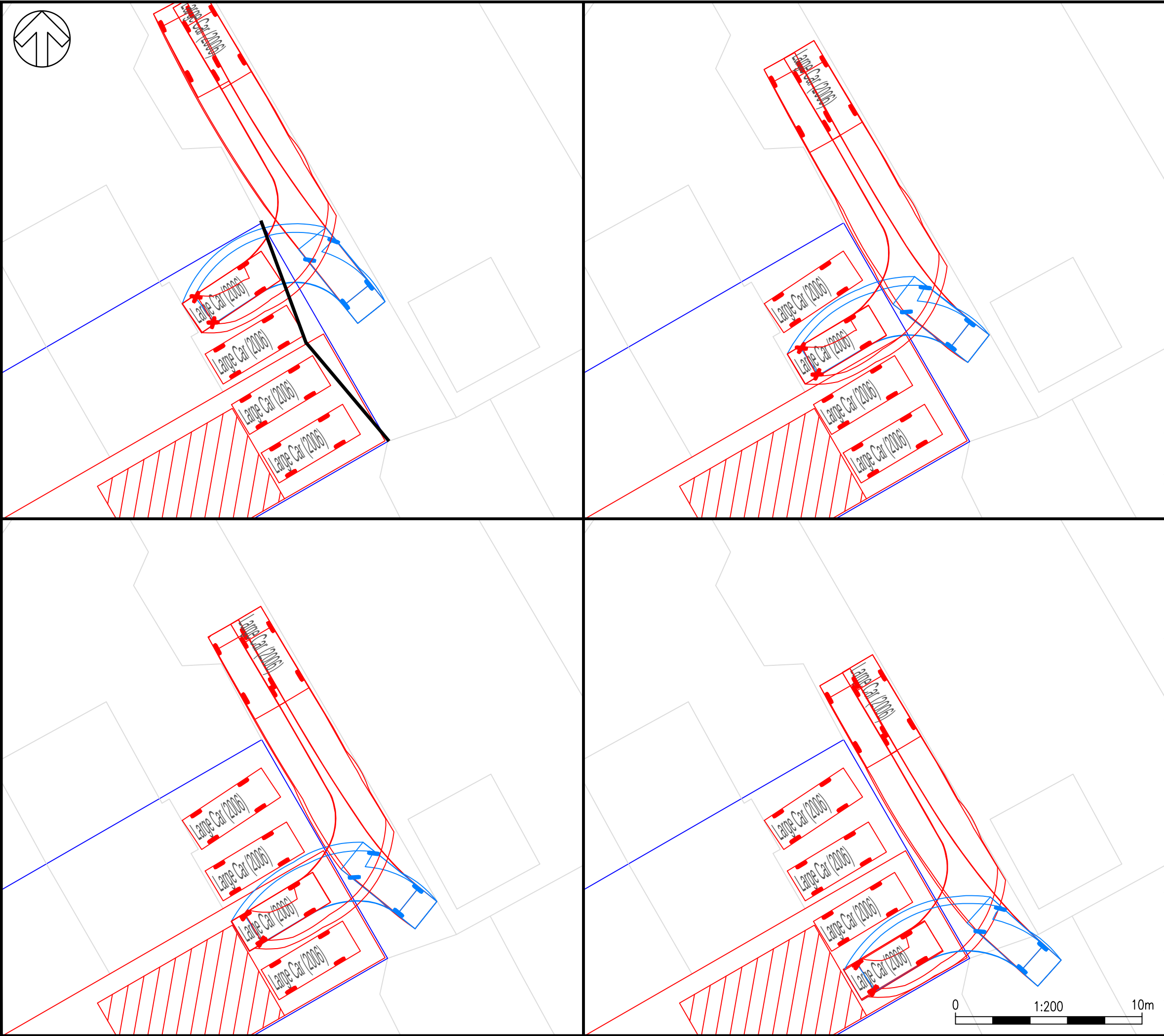
SIDE ELEVATION



PLANNING DRAWING

Rev.	Date	Note
Project		
21 St Katherines Close, ICKLEFORD SG5 3XS		
Drawing Title		
Bin Store & Cycle Storage Elevations		
Drawing Number ODC - 22/21.05		
Scale 1:50	Paper Size A4	Date Dec '22
Octagon Design & Consultancy 2a Bournemouth Rd - STEVENAGE - Herts SG1 2PN e: trj13@icloud.com m: 07831 146756		

File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70094XXX\70094327 - 21 ST KATHARINES CLOSE, ICKLEFORD\03 WIP\TP TRANSPORT\01 DRAWING\SKCI-WSP-XX-00-TP-DR-0001.DWG, printed on 31 March 2022 11:35:42, by Potter, Andrew



DO NOT SCALE

KEY

RED LINE BOUNDARY

CLIENT OWNERSHIP BOUNDARY

VEHICLE PROFILE

5.079

0.815

3.055

Large Car (2006)

Overall Length5.079m

Overall Width1.872m

Overall Body Height1.525m

Min Body Ground Clearance0.310m

Max Track Width1.831m

Lock to lock time4.00s

Kerb to Kerb Turning Radius5.900m

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

P01	28/03/2022	ACP	FIRST ISSUE	GSM	GSM
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

S2 - FOR INFORMATION

wsp

62-64 Hills Road, Cambridge, CB2 1LA, UK
T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
wsp.com

CLIENT:

TONY & MONICA KING

ARCHITECT:

OCTAGON DESIGN & CONSULTANCY

PROJECT:

21 ST KATHARINES CLOSE, ICKLEFORD, SG5 3XS

TITLE:

CAR PARKING - SWEEPED PATH ANALYSIS

SCALE @ A3: 1:200	CHECKED: GSM	APPROVED: GSM
PROJECT No: 70094327	DESIGNED: ---	DRAWN: ACP
DRAWING No: SKCI-WSP-XX-00-TP-DR-0001		REV: P01

© WSP UK Ltd