

DELEGATED FILE NOTE

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

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
25/01050/FP	Erection of two semi-detached 4-bed dwellings following demolition of outbuildings. Widening of existing vehicular crossover. (as amended by plan no. 288-003G)	Land Rear Of Radcliffe Arms Walsworth Road Hitchin Hertfordshire

Submitted Plan Nos

288-003G 288-004D 288-005E 288-006B 288-008B

1.0 Policies

D1	Sustainable design
D3	Protecting living conditions
D4	Air quality
HE1	Designated heritage assets
HE4	Archaeology
NE11	Contaminated land
SECN11	Making effective use of land
SECN16	Conserve + enhance historic environment
SP13	Historic environment
SP9	Design and Sustainability
T1	Assessment of transport matters
T2	Parking

2.0 **Site History**

- 2.1 16/01423/1PRE - Erection of 9 dwellings following demolition or conversion of existing public house and outbuildings
- 2.2 16/02888/1 - Two storey building providing 4 x 2-bed flats together with terrace of 3 x 4-bed town houses with vehicular access and associated parking, cycle rack, bin provision and amenity space following demolition of existing public house - Withdrawn due to the unacceptable loss of the main historic building, the size and design of the replacement building for flats, the overall impact upon the conservation area, together with objections to the cramped layout, design and form of the town houses. - WDN
- 2.3 17/00880/1 - Two storey side extension and conversion to 4 x two bedroomed flats following demolition of side and rear extensions. Erection of 2 x 4 bedroom dwellinghouses as semi-detached pair, following demolition of outbuildings. Installation of crossovers to Verulam Road, with car parking and amenity space - REF
- 2.4 17/01756/1 - Erection of two 4 bed semi detached dwellings following demolition of outbuildings. Creation of two vehicular crossovers. (As amended by plan nos 01A, 02A, 3A, 4A) - CP
- 2.5 20/02194/DOC - Discharge of Condition 8 (submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment Phase II) as attached to Planning Application 17/01756/1 granted on 31.10.2017 – Application approved -APP
- 2.6 18/02632/DOC - Discharge of Condition 7: Prior to the commencement of the development the developer shall carry out a noise assessment in accordance with relevant guidance and standards and a scheme for sound insulation and noise control measures shall be submitted for the Councils written approval (as attached to planning permission 17/01756/1 granted 31/10/2017) - APP
- 2.7 18/02634/DOC - Discharge of Condition 8: No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. (as attached to planning permission 17/01756/1 granted 31/10/2017) – APP
- 2.8 18/02628/DOC - Discharge of Condition 6: Notwithstanding the details shown on the submitted application full details of hard and soft landscaping and all boundary treatment including fencing and walling shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby approved. The development shall be carried out in accordance with the approved details. (as attached to planning permission 17/01756/1 granted 31/10/2017) Condition 6 - details shown on drawing 17/06/10A Condition 7 - Environmental Noise Report attached Condition 8 - Contamination Report attached Condition 11 - details shown on drawing 17/06/10A Condition 12 - details shown on drawing 17/06/10A and 12A - APP

- 2.9 18/02584/DOC - Discharge of Condition 3: Details and/or samples of materials to be used on all external elevations and the roof of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced and the approved details shall be implemented on site. (as attached to planning permission 17/01756/1 granted 31/10/2017) -APP
- 2.10 18/02635/DOC - Discharge of Condition 11: The accesses shall be constructed in a hard surfacing material for the first 4.8 metres from the back edge of the footway. (as attached to planning permission 17/01756/1 granted 31/10/2017) -APP
- 2.11 18/02636/DOC - Discharge of Condition 12: Prior to occupation, each of the two houses shall incorporate an Electric Vehicle (EV) ready domestic charging point. (as attached to planning permission 17/01756/1 granted 31/10/2017) -APP
- 2.12 21/03184/FP: Erection of two semi-detached 4-bed dwellings following demolition of outbuildings. Widening of existing vehicular crossover (as amended 15.07.2022).
Granted but not implemented

3.0 **Representations**

- 3.1 Local residents / Site notice: Responses received from 5 residents raising the following issues:

- ☐ Query demolition details etc.
- ☐ Support the scheme
- ☐ Bin storage should take account of the third wheelie bin to be used in 2025.
- ☐ Request swift bricks

- 3.2 Herts County Council (Highways): no objection, subject to conditions and informatives.

- 3.3 NHDC Environmental Protection (noise): Recommends a condition

- 3.4 NHDC Environmental Health (contamination): No objection subject to condition

- 3.5 NHDC Environmental Health (air quality): No objection subject to a condition requiring EV (Electric vehicle) charging point for each dwelling.

- 3.6 Herts County Council (Archaeology): No response.

- 3.7 Waste Services: no objections – Query bin pulling distance.

4.0 **Planning Considerations**

Site & Surroundings

- 4.1 The Radcliffe public house consists of a detached building located on the corner of the junction between Walsworth Road and Verulam Road. It is designated as a Positive Building in the Hitchin Conservation Area and has been a public house for some 150 years. The site previously included a rear parking area but has towards the end of its

previous use as a pub been changed to pub garden. The building has had side and rear extensions and internal alterations from the original building and there are ancillary outbuildings in the rear garden. The site is bounded by no. 28 Verulam Road to the north and no. 32 Walsworth Road which is a commercial use.

- 4.2 The pub has undergone refurbishment and had been trading successfully for a number of years pre-pandemic.

Proposal

- 4.2.1 The proposal is to erect a pair of semi-detached two storey houses with front and rear gardens to the rear of the site to front onto Verulam Road. This application seeks to effectively renew permission ref: 21/03184/FP
- 4.2.2 Materials are proposed of red facing brickwork, slate roof tiles and white finish aluminium windows. A new vehicular crossover to Verulam Road is proposed, with two parking spaces provided to each semi-detached dwelling located in tandem via a single access point. The dwellings would be of traditional design with 35 degree pitched roof, rear projecting wings, flat roofed front dormers, chimneys, corbelled brickwork at eaves level, stone cills and headers for the windows and doors and casement windows.
- 4.2.3 The primary difference between the previously approved scheme and that now under consideration is the alteration to the vehicle crossover which is now separated from the access serving the adjacent property

Key Issues

- 4.3.1 The key issues are the (i) principle of the development (ii) impact on character and appearance of the conservation area (iii) living conditions for occupiers (iv) residential amenity (v) impact on The Radcliffe public house (vi) archaeology (vii) other material considerations.

Principle

- 4.3.2 The proposed development site is within the built-up urban area of Hitchin and residential development lies to the rear, to the side and opposite the site. The site is no longer required as part of the adjacent pub and has been separated off from the pub by close boarded fencing. The site is in a sustainable location between the town centre and the railway station and is close to many local amenities and services. Given the previous permission and the absence of any change in circumstances, it remains the view that there is no objection in principle to residential development on this site.

Impact on character and appearance

- 4.3.3 The application site is within the Hitchin Conservation Area, a designated Heritage Asset. This part of the conservation is characterised by two and two half storey development (in some case three storey) sited close to the road frontages with limited off-street parking serving existing development (particularly in Walsworth Road) which is a mixture of commercial and residential property.
- 4.3.4 There are no listed or locally listed buildings in the immediately adjacent the site however the Hitchin Conservation Area Assessment (2011) identifies several 'positive

buildings' including the Radcliffe pub and Nos 25 - 28 Verulam Road to the north of the application site. The Hitchin Article 4 Area lies to the south of the Radcliffe and comprises properties along Walsworth Road and Trevor Road.

- 4.3.5 Opposite the site is Convent Close comprising a cul-de-sac of modern residential properties that sits outside of the Conservation Area. As the site is within the Conservation Area any new development should sustain the significance of the heritage asset and make a positive contribution to local character and distinctiveness.
- 4.3.4 Currently the application site contains a detached storage building of utilitarian appearance and of little architectural merit. The site frontage is defined by a high brick wall and vehicular access into the site.
- 4.3.4 As per the 2021 application, the proposals would again open the frontage of the site and introduce two and half storey development in the form of a pair of semi-detached houses with associated vehicular access drive. In considering the 2021 scheme, the principle of infilling this open area was not considered to be out of character given that there is almost a continuous built up frontage of development in the area. This current application seeks to erect a pair of traditionally designed semi-detached dwellings set close to the road frontage with simple landscaped boundary treatment would also be in keeping with the character and grain of development particularly that of Verulam Road. The provision of roof windows, chimneys and other vernacular treatments as shown on the submitted plans would be consistent with the Victorian / Edwardian properties north of the site. Residential plot sizes in this area are, in the main, relatively small given the urban location and sufficient off-road parking is provided in accordance with SPD standards.
- 4.3.5 The ridge heights of the dwellings would be similar to those existing dwellings to the north and although The Radcliffe Arms has a lower ridge height the separation distance of some 14m between the flank elevation of the proposed dwellings and the main back wall of the pub is such that the differential in ridge heights would not be striking or incongruous. The scale and massing of the proposed dwellings is illustrated on street elevations drawing and this continues to demonstrate that the development would continue to be of an appropriate scale and context with the immediate area.
- 4.3.6 The footprint of the proposed dwellings includes a rear projection inset from the main flank walls. This plan form is a common feature of Victorian dwellings and is similar to other older dwellings in the locality. The tall 3.5m high brick wall that defines the Verulam Road boundary of The Radcliffe would be retained.
- 4.3.5 It is considered that the proposed development would continue to improve the character and appearance of the conservation area by (i) removing an unattractive building (ii) introducing buildings of appropriate scale and design and (iii) providing a more active frontage with development that responds to local character than the current boundary wall.
- 4.3.6 In view of the above and the previous permission for a very similar development on the site, it is considered that the development would not be demonstrably harmful to the character and appearance of the conservation area.

Living conditions for occupiers

- 4.3.7 The proposed dwellings will abut residential gardens to the north and west. To the south the Radcliffe Arms, as recently refurbished, has a much smaller outdoor area and therefore less potential to result in noise and disturbance to adjacent residential occupiers as a result of this smaller outdoor seating area. There is no car park to the pub that could cause additional noise.
- 4.3.8 Potentially the biggest issue for occupiers of the proposed properties is road noise from traffic along Verulam Road which is a route often used by commercial vehicles gaining access to the Hitchin industrial area. In permitting the 2017 scheme a condition was included requiring a noise survey to be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development. A noise survey was submitted and approved in 2018 under reference 18/02632/DOC. The same survey has again been provided as part of this application. In the circumstances, a condition requiring the development to be carried out in accordance with the recommendations set out in the survey is suggested appropriate to deal with this issue.
- 4.3.9 The proposed houses will provide family accommodation. Rear garden areas are changed from the previous application due to the revised layout and altered footprint. One dwelling will provide a garden of 90m² in area (previously 62m²) and the other unit 64sqm (previously 70sqm). These revised outdoor garden areas are considered commensurate with the previously approved scheme and the appropriate for family accommodation.
- 4.3.10 It is further noted that the dwellings each have modest front garden space (3.5m in depth) between the front elevations of each house and the Verulam Road pavement thus providing a level of privacy. In addition the wide pavement combining with the front gardens gives a set back of almost 9m from the carriageway boundary and therefore a considerable buffer distance between dwellings and roadway is achieved.

Residential amenity (neighbouring properties)

- 4.3.11 In terms overlooking and loss of privacy, the back-to-back distance between the proposed dwellings and those houses in Radcliffe Road are approximately 34 metres which is considered acceptable. The nearest first floor windows to the shared boundaries with existing properties in Radcliffe Road will be bathrooms (i.e. non habitable rooms) and therefore will not afford any direct overlooking to neighbouring properties or gardens. At first floor level one window is proposed to the side gable facing the Radcliffe Arms and two are proposed to the opposite side gable facing 28 Verulam Road. The plans confirm that these windows will be obscure and non-opening below 1.7 metres from the finished floor level. This should protect the privacy of existing adjacent residents. It is recommended that all of the aforementioned windows should be conditioned to remain as per the annotated approved plans in perpetuity to avoid possible loss of privacy at a point in the future. The residential use itself of the site is considered more compatible with adjacent housing than the former pub car park and beer garden and less likely to result in noise and disturbance. The separation gap between the nearest new house and No. 28 Verulam Road is increased from 8 metres as approved in 2017 to 10.4 metres which will allow good levels of light into No. 28 and minimise noise and disturbance.

- 4.3.8 It is considered that the living conditions of existing residents is unlikely to be significantly or demonstrably affected by the proposed development.

Impact on The Radcliffe Public House

- 4.3.9 In 2017 concern was raised with regard to the impact of the development on the Radcliffe public house with regard to a number of aspects.
- 4.3.10 With regard to parking for the customers and staff of The Radcliffe, it is apparent that the rear garden parking area was largely taken over by use of the area as external drinking and dining area prior to the pub closing in late 2016 and therefore the requirement for this area was not considered fundamental to the operation of the pub. Nevertheless the pub has now re-opened and it would seem that the former car parking area at the rear is not crucial to its operation as a pub and restaurant.
- 4.3.11 The Radcliffe is in a very accessible location being on a bus route and between the rail station and the town centre. There is also a public car park 2 minutes walk away on Walsworth Road which is available 24 hours. Two other pubs nearby (The Albert and Molly Malones) do not have any customer parking facilities and have been operating for many years as such.
- 4.3.12 In view of the above and the absence of any known parking issues associated with the pub since it reopened, there are not considered to be any adverse impacts arising on the use of the site for housing purpose that may affect the viability of The Radcliffe Arms.
- 4.3.9 The Radcliffe was de-listed as an Asset of Community Value on 8th September 2017. As previously stated, the pub has been refurbished and has re-opened with a food offering. The Radcliffe pub clearly appears to be viable without the need for the former garden area now the subject of this current planning application for housing as evidenced by the investment by Charles Wells and the pub currently trading as a pub/ restaurant.
- 4.3.10 The Council's Environmental Health team has raised no concerns with regard to the operational impact of The Radcliffe on the proposed houses. With this in mind one has to have regard to the fact of the previous use of the pub and restaurant as a gastro pub which existed for several years apparently without any adverse impact on existing residents. In the absence of any concerns raised by the Environmental Health officers any future concerns with regard to noise and activities at the pub can be dealt with under the Environmental Protection Act and through the regular review of its operating licence.
- 4.3.11 In view of the above, there is no evidence to suggest that the development of the former pub car park and garden will have a materially adverse impact on the current and future operation of the Radcliffe as a public house and restaurant.

Access and parking

- 4.3.12 The proposal provides two parking spaces for each dwelling in accordance with the Council's Supplementary Document 'Vehicle Parking at New Development' (2011). The Highway Authority have withdrawn their original objection to the proposal relating to the loss of a street tree to make way for the new vehicular access. It is now proposed that the tree will either be relocated or replaced and this will be dealt with under section 278 of the Highways Act. Plans show the bin store doors opening inward and the provision of a pedestrian visibility splay adjacent the proposed vehicular access have been provided.

There are no objections to the proposal on highway grounds subject to the inclusion of planning conditions and informative.

- 4.3.13 Controlled parking restrictions exists in the vicinity of the site and therefore measures are in place to control street parking and congestion. Furthermore, there are several public car parks nearby and the location is very accessible by public transport. In view of all of the above factors I consider that the loss of parking land to the adjacent pub is not a critical factor in the determination of this planning application.

Archaeology

- 4.3.14 The proposed development site lies within an area of up until now previously little archaeological investigation. However, archaeological evidence demonstrates a background of Prehistoric activity in the immediate vicinity. An early Bronze Age arrowhead (HER6452) was found off Verulam Road, 86m to the west, a Bronze Age socketed axe (HER303) was found off Benslow Lane, 125m to the south east and an archaeological evaluation in 2007 at 89 Walsworth Road found a Prehistoric ditch (HER16286). The Regional Historic Environment Research Framework for the East of England notes the importance of providing a better understanding of Bronze Age settlement patterns, collective landscapes and artefact distribution. It is considered that the proposed development should therefore be regarded as likely to have a potential impact on heritage assets of archaeological interest and it is recommended that a condition be imposed should permission be granted.

Other material considerations

- 4.3.15 The proposal raises issues relating to contaminated land and waste. These matters have been satisfactorily addressed in the supporting documents and plans.

4.3.16 Climate change and BNG

- 4.3.17 No BNG is required as this application is exempt as there is less than 25 sqm of biodiversity habitat on the site. The development is also of a scale that is unlikely to have any significant impact on local climate change.

4.4 Conclusion

- 4.4.1 Having regard for the foregoing, it is considered that the development of this site for residential use remains acceptable in principle and that there would be no harm to the character and appearance of the conservation area. Indeed, it is considered that there would be some enhancement to the Conservation area arising from the removal of the existing building and car park. The development is unlikely to affect the commercial viability of the adjacent pub. There are no other technical matters that cannot be suitably mitigated by conditions. Ultimately, it is considered that the proposals are sustainable and therefore acceptable in planning terms.

4.5 Alternative Options

- 4.5.1 None applicable

4.6 Pre-Commencement Conditions

- 4.6.1 It is confirmed that the applicant is in agreement with the pre-commencement conditions that are proposed.

5.0 **Recommendation**

- 5.1 That planning permission be **GRANTED** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out wholly in accordance with the details specified in the application and supporting approved documents and plans listed above.

Reason: To ensure the development is carried out in accordance with details which form the basis of this grant of permission.

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended no development as set out in Class(es) A, B, C, D, 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. Notwithstanding the details shown on the submitted application full details of hard and soft landscaping and all boundary treatment including fencing and walling shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby approved. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity

5. The development shall be carried out in complete accordance with the specifications and recommendations set out in the submitted noise report.

Reason: To ensure a satisfactory noise environment for the occupiers of the properties hereby permitted

6. No development shall take place within the proposed development site until the applicant, or their agents, or their successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, which has been submitted to the planning authority and approved in writing. This condition will only be considered to be discharged when the planning authority has received and approved an archaeological report of all the required archaeological works, and if appropriate, a commitment to publication has been made.

Reason: To protect the archaeological interests of the site.

7. Prior to the first occupation of the development hereby permitted the vehicular access shall be completed and thereafter retained as shown on drawing number 288-003 Rev G in accordance with details/specifications to be submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority. This shall include the planting of a replacement tree as specified on the drawing.

Reason: To ensure the provision of an access appropriate for the development in the interests of highway safety and convenience in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

8. Prior to the first occupation of the development hereby permitted the vehicular access to the adjoining public highway shall be limited to the access shown on drawing number 288-003 Rev G only. Any other access shall be permanently closed, and the footway and kerb shall be reinstated in accordance with a detailed scheme to be approved in writing by the Local Planning Authority in consultation with the highway authority.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety and amenity in accordance with Policies 5 and 7 of Hertfordshire's Local Transport Plan (adopted 2018)

9. Prior to the first occupation of the development hereby permitted pedestrian visibility splays shall be provided in full accordance with the details indicated on the approved drawing number 288-003 Rev G and thereafter be retained at all times to each side of the access. Within which, there shall be no obstruction to visibility between 0.6 metres and 2.0 metres above the carriageway.

Reason: To ensure construction of a satisfactory development and in the interests of highway pedestrian safety in accordance with Policies 5 and 7 of Hertfordshire's Local Transport Plan (adopted 2018)

10. Prior to the first occupation of the development hereby permitted the proposed onsite car parking area shall be implemented in accordance with the approved Site Plan (Drawing 288-003 Rev G) and retained thereafter available for that specific use. Prior to use appropriate arrangements shall be made for surface water to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

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

11. Prior to any permitted dwelling being occupied a validation report shall be submitted and approved in writing by the Local Planning Authority to demonstrate the effectiveness of the submitted remediation strategy (report ref: 3537/GRH/RMS dated 9th March 2022). Any such validation shall include responses to any unexpected contamination discovered during works.

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

Biodiversity Net Gain

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

Proactive Statement:

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted proactively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1. 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.

AN3) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

AN4) Works within the highway (section 278): 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 an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. 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 County Council website at: <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.

During the construction phase the guidance in BS5228-1:2009 (Code of Practice for noise Control on construction and open sites) should be adhered to.

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

Signed  Anne McDonald	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Determining Officer Date: 28 July 2025	