**11. 17/0717/FUL – Two storey rear extension and conversion of public house to five flats, conversion of detached outbuilding to residential to provide one flat, and associated works to parking, refuse and amenity and alterations to landscaping at THE DOG AND PARTRIDGE PUBLIC HOUSE, OLD MILL ROAD, HUNTON BRIDGE, WD4 8RB for Raj Shah**

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| Parish: Abbots Langley | Ward: Gade Valley |
| Officer: Rob MorganExpiry Statutory Period: 13 June 2017 |
| Recommendation: That Planning Permission be granted |
|  |
| Reason for consideration by the Committee: Called-in by Abbots Langley Parish Council and three members of the Committee |

1 **Relevant Planning History**

1.1 16/2469/PREAPP - Pre-application: Change of use to residential C3 use and refurbishment of original public house, demolition of rear extension and erection of two storey structure to accommodate eight residential apartments with associated parking, refuse and amenity. Summary of response dated 20.01.2017:

*‘The existing public house is a community facility and its loss would not be supported by the LPA unless full justification for its loss can be demonstrated. Should this be demonstrated, I hold no objection to flatted residential development of the pre-application site. However, I have concern that the current scale of the development would have a detrimental impact on the character of the Conservation Area and neighbouring residential amenity and would provide a shortfall of amenity space and parking provision. You are therefore advised to reduce the scale of the development through a reduction to the number of apartments proposed and the scale of any extension to the rear.’*

2. **Detailed Description of Application Site**

2.1 The application site is located on the east side of Old Mill Road, within close proximity to the junction with Hunton Bridge Hill, and within the Hunton Bridge Conservation Area.

2.2 The site supports the Dog and Partridge Public House which includes residential accommodation at first floor in the form of three B&B styled guest letting rooms. The PH is two storeys to the front and built up to the highway with a single storey flat roofed extension to the rear. There is also an electrical workshop to the northern part of the site with a workshop yard to the frontage and a detached store building to the south of the site. The remaining land within the site is essentially divided into two elements, the PH garden to the north and the PH car park to the south.

2.3 The surrounding area is largely residential in character although other commercial properties are found in the area. Immediately to the north is a hot food take-away with a residential flat above and to the east and south are detached dwellings fronting The Maltings.

3. **Detailed Description of Proposed Development**

3.1 Full planning permission is sought for a two storey rear extension and conversion of the public house into five flats, conversion of the detached outbuilding to the north to residential to provide one flat, and associated works to parking, refuse and amenity and alterations to landscaping.

3.2 The existing single storey extension to the rear of the PH would be demolished and replaced by a two storey extension measuring a maximum depth of 13.5m and width of 8.7m. During the course of the application a 2.1m deep projection on the south side of the extension has been reduced to a single storey; this element would measure an additional 2.1m in depth and would have a width of 4.5m. The two storey and single storey elements of the extension would have gabled roof forms with a two storey height of 7.5m and a single storey height of 4.2m. Amendments have also been submitted to include reinstatement of original-style windows to the ground floor of the front gable of the existing building. The proposed extension would include a high number of windows to the flanks with those serving the first floor being at eaves height.

3.3 The extended building would provide three apartments at ground floor; 1 x 1 bed and 2 x 2 bed, and two apartments at first floor; 2 x 3 bed.

3.4 The existing building to the north of the site would be converted into 1 x 1bed apartment with habitable accommodation at ground floor only. Alterations to the building would include the addition of glazing to the front (south) elevation and rooflights to the eastern roof slopes.

3.5 The existing outbuilding to the south of the site would have its northern elevation removed to create a car port. Further parking would be sited to the south of the site within the existing car park which would be accessed by the main access to the PH, with additional spaces to the east of the building accessed by the existing gated access to the workshop and yard. In total 12 parking spaces are proposed.

3.6 Soft landscaping is proposed to the north and south of the main building which would be allocated as shared amenity space. Hardstanding to the frontage of the northern apartment is also shown as amenity space to serve this property.

3.7 Cycle storage is also shown to the east of the main building and a refuse enclosure is shown to the south of the main building.

3.8 In addition to the reduction to the rear extension and reinstatement of original-style windows, amended plans have also been submitted which remove the erection of new gates from the access to the south of the main building from the proposal and reduce the level of hardstanding to the south of the main building.

3.9 In summary, the development would provide:

* 2 x 1 bed apartments
* 2 x 2 bed apartments
* 2 x 3 bed apartments
* 12 car parking spaces
* 8 cycle spaces
* 190sq.m amenity space

4. **Consultation**

4.1 National Grid

4.1.1 No comments received.

4.2 Conservation Officer

4.2.1 Summary: Objection.

4.2.2 *‘The Planning (Listed Building & Conservation Areas) Act 1990 requires special regard to the desirability of preserving the setting of a Listed Building and also special attention to the desirability of preserving or enhancing the character or appearance of a Conservation Area.*

 *National Planning Policy Framework sets out objectives for protecting and enhancing the historic built environment. Paragraph 132 of the National Planning Policy Framework states that when considering the impact of a proposed development on a designated heritage asset, such as a Conservation Area, great weight should be given to the asset's conservation.*

 *Policy DM3 of the Development Management Policies LDD (2013) sets out the criteria against which proposals within Conservation Areas will be permitted.*

 *Within Conservation Areas development will only be permitted if the proposal:*

1. *Is of a design and scale that preserves or enhances the character or appearance of the area*
2. *Uses building materials, finishes, including those for features such as walls, railings, gates and hard surfacing, that are appropriate to the local context*
3. *Retains historically significant boundaries, important open spaces and other elements of the area's established pattern of development, character and historic value, including gardens, roadside banks and verges*
4. *Retains and restores, where relevant, traditional features such as shop fronts, walls, railings, paved surfaces and street furniture, and improves the condition of structures worthy of retention*
5. *Does not harm important views into, out of or within the Conservation Area*
6. *Protects trees, hedgerows and other significant landscape features and incorporates landscaping appropriate to the character and appearance of the Conservation Area*
7. *Results, where relevant, in the removal of unsympathetic features and the restoration or reinstatement of missing features.*

 *The application site is located within the Hunton Bridge Conservation Area, in a prominent location on Old Mill Road. The Conservation Area comprises of buildings including many important original characteristics and features, and is also defined by the outstanding topography, trees, wildlife and "rural feel". A photo of the public house is included in the Hunton Bridge Conservation Area Appraisal, highlighting its positive contribution to the Conservation Area.*

 *The Hunton Bridge Conservation Area Appraisal states that all forms of new development in the Conservation Area should:*

* *Reserve and reinforce the distinctive pattern of historical development including street patterns, open spaces, plot size and boundaries and boundary treatments.*
* *Maintain key views and vistas within, into and out of the Conservation Area.*
* *Reinforce the distinctive architectural character of the Conservation Area through an informed understanding of distinctive building forms and types, features and materials. The superficial echoing of historic features in new buildings should be avoided.*
* *Reinforce the scale and massing of surrounding buildings. It is essential that new development is not out of scale with existing buildings typical of the Conservation Area.*
* *Reinforce existing building lines and the orientation of existing development*

 *As the original public house will be retained, the development will be to the rear, therefore having little impact on the street pattern. The increased development to the rear will, however impact on the view through to greenery behind the public house, detracting from the "rural feel" of the area. The proposal takes into account the architectural character of the area, especially the form of the original public house. The scale of this development, however, feels rather large and overbearing, and would not be subservient to the public house. This large scale development would further detract from the "rural feel" of the area.*

 *Policy DM3 states that permission for development involving demolition or substantial demolition will only be granted if it can be demonstrated that:*

1. *The structure to be demolished makes no material contribution to the special character or appearance of the area; or*
2. *It can be demonstrated that the structure is wholly beyond repair or incapable of beneficial use; or*
3. *It can be demonstrated that the removal of the structure and its subsequent replacement with a new building would lead to the enhancement of the Conservation Area*

 *The existing single storey flat roofed extension and single storey flat roofed outbuilding to the rear of the site are unattractive and make no material contribution to the special character of the area. Their demolition and subsequent replacement would lead to the enhancement of the Conservation Area, and as such meets criteria i) and ii) of Policy DM3 and is supported in principle.*

 *The small outhouse facing adjacent to the access to Old Mill Road has more historic significance and as such makes a material contribution to the special character of the area. It has been built in a similar style to the public house. The proposal to open this up to the side allowing for additional parking is considered a good compromise solution, as the building would retain its position in the street pattern.*

 *The design and scale of the extension will have an adverse impact on the character and appearance of the host dwelling, street scene and views within the Conservation Area, and as such the proposal fails to meet the criteria set out in Policy DM3.’*

4.2.3 Additional comments received following the submission of amended plans:

*‘The amended plans show a reduction in the overall scale and bulk of the extension, however further reductions would be needed for the extension to be subservient to the host dwelling. The extension is therefore considered to still have an adverse effect on the 'rural feel' of the Conservation Area.’*

4.3 Thames Water

4.3.1 No comments received.

4.4 Affinity Water

4.4.1 No comments received.

4.5 Abbots Langley Parish Council

4.5.1 Summary: Objection.

4.5.2 *‘Members object to this application and consider the proposed conversion into six flats to be a contrived overdevelopment of the site with unsafe vehicle access onto the highway which is obstructed by the building itself on one side and parked cars on the other. If Officers are minded to approve this application then the Parish Council requests that it is referred to Three Rivers Planning Committee for consideration.’*

4.6 Highway Authority

4.6.1 Summary: No objection.

4.6.2 *‘Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.*

 *Advisory Notes:*

 *AN1. Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in condition such as not to emit dust or deposit mud, slurry or other debris on the highway.*

 *Reason: This is to minimise the impact of construction vehicles and to improve the amenity of the local area.*

 *AN2. The applicant is advised that storage of materials associated with the development should take place within the site and not extend into within the public highway without authorisation from the highway authority, Hertfordshire County Council. If necessary further details can be obtained from the County Council Highways via either the website:*

 *http://www.hertsdirect.org/services/transtreets/highways/ or telephone 0300 1234047 to arrange this.*

 *Reason: In the interest of highway safety.*

 *AN3. The developer should be aware that the required standards regarding the maintenance of the public right of way and safety during the construction. The public rights of way along the carriageway and footways should remain unobstructed by vehicles, machinery, materials and other aspects of construction works.*

 *Reason: In the interest of highway user's safety.*

 *Details:*

 *The planning application is for change of use to residential C3 use and refurbishment of original public house and 5b Old Mill Road, demolition of rear extension and single storey electrical storage to the rear of the site. Erection of 2 storey building to comprise 6 residential apartments with associated parking, refuse and amenity.*

 *Development Proposal:*

 *2 x 1 bedroom apartments 2 x 2 bedroom apartments 2x 3 bedroom apartments.*

 *Site and surrounding:*

 *The site located within the Conservation Area and located closely to M25, A41 and a mile from Kings Langley Railway Station. The existing site, 7 Old Mill Road is a public house called the Dog and Partridge. The immediate vicinity is predominantly residential with small number of business properties. The Public House site is directly adjacent to the boundary footpath of Old Mill Road with access gained to the car park between the public house and the outbuilding. Access can also be gained to the both the public house and electrical storage via a small road between the Public House and the Indian take-away.*

 *Local Road Network:*

 *Old Mill Road is approximately 766m in length is an un-numbered 'C' classified Local Distributor Road which runs parallel to A41. On one side Old Mill Road joins A41 closer to Hunton Bridge Roundabout and the other with Bridge Road which forms a signal controlled junction with A41. On the other side Bridge Road continues as Hunton Bridge Hill from the railway tunnel and thereafter is known as South Way.*

 *Accessibility:*

 *The site is closely located to A41 and M25 which provides access to wider road network. The Kings Langley railway station is a mile from the site. The site access is from Old Mill Road via Bridge Road and Hunton Bridge Hill. Bus stops are located opposite the Kings Lodge with hourly services linking to the railway station.*

 *Access and Parking:*

 *The applicant's proposal is not proposing to alter the existing access arrangements except the main access will be secured via an electronically controlled vehicle gate to the main car park. There are 10 existing car parking spaces in the main car park and the applicant's proposal is to retain the existing number of parking spaces. The proposal is to provide two additional parking spaces for the flat development linked to 5b and the access is via the existing access road to 5b via the Old Mill Road.*

 *Conclusion:*

 *The Highway Authority does not wish to restrict the grant of consent subject to the above advisory notes.’*

4.7 Landscape Officer

4.7.1 No comments received.

4.8 Local Plans

4.8.1 Summary: Further detail required.

4.8.2 *‘The site has not been allocated as a housing site by the Site Allocations Local Development Document and as such is not currently identified as part of the District's housing supply. The site should therefore be considered as a windfall site. The site is currently being used as a public house, and as such it is on previously developed land.*

*Policy CP2 of the adopted Core Strategy (2011) states that applications for windfall sites will be considered on a case by cases basis having regard to:*

1. *The location of the proposed development, taking into account the Spatial Strategy*
2. *The sustainability of the development and its contribution to meeting local housing needs*
3. *Infrastructure requirements and the impact on the delivery of allocated housing sites*
4. *Monitoring information relating to housing supply and the Three Rivers housing target.*

*The Spatial Strategy states that development should be focussed to varying degrees within the Principal Town, Key Centres, Secondary Centres and Villages. As the site is not considered within any of the aforementioned locations development on this site is not in line with the Spatial Strategy. Consideration should however, be given to recent legislation encouraging development on brownfield sites. The site is sustainably located within walking distance of a range of shops and services including public transport. As the proposal is for the redevelopment of previously developed land, with access to the main road, the required infrastructure is already in place. There is currently a 9.8 year housing supply for the District, and therefore the proposal does not meet policy CP2 in terms of housing supply.*

*Policy CP3 of the Core Strategy states that the Council will require housing proposals to take into account the range of housing needs, in terms of size and type of dwellings as identified by the Strategic Housing Market Assessment (SHMA). The most recent SHMA was published in January 2016 and has identified the indicative targets for market and affordable sectors' dwelling size within the Three Rivers District as follows:*

*1 bedroom 7.7% of dwellings*

*2 bedrooms 27.8% of dwellings*

*3 bedrooms 41.5% of dwellings*

*4+ bedrooms 23.0% of dwellings*

*The development proposes two 1 bedroom units, two 2 bedroom units, and two 3 bedroom units. This is an improvement on the pre-application submission whilst not complying with the indicative targets, current market conditions and site constraints need to be taken into consideration.*

*Policy CP4 of the Core Strategy states that all new development resulting in the net gain of one or more dwellings will be expected to contribute to the provision of affordable housing. Around 45% of all new housing needs to be affordable, unless it can be clearly demonstrated that this is not viable. As a guide the tenure split should be 70% social rented and 30% intermediate. Where non-viability is cited as the reason for a development proposal not complying with affordable housing requirements, applicants must submit financial evidence (viability appraisal) to justify this position.*

*Consideration needs to be given to the loss of the Public House as a community facility. Policy DM12 of the Development Management Policies LDD (2013) states that proposals for the redevelopment or change of use of any premises resulting in the loss of facilities that support the local community will only be permitted where the Council is satisfied that:*

1. *The existing facility can be satisfactorily relocated within the development; or*
2. *The use concerned is not economically viable, could be provided by some other means or it can be demonstrated that there is no longer a demand for the use; or*
3. *The premises or site cannot readily be used for, or converted to any other community facility and:*
4. *The facility or service which will be lost will be adequately supplied or met by an easily accessible existing or new facility in an appropriate alternative location, served by sustainable modes of transport.*

*The applicant has stated that the Public House has been running at a loss for the past three years, and is therefore no longer economically viable. Evidence will need to be provided showing that this is indeed the case. Consideration should be given to whether the Public House has been marketed for potential sale. If it had been, then there would be a stronger case for citing non-viability of the existing use as a Public House.’*

4.9 Environment Agency

4.9.1 No comments received.

4.10 Herts & Middlesex Wildlife Trust

4.10.1 No comments received.

4.11 Canal & River Trust

4.11.1 Summary: No comment to make.

4.11.2 *‘The Canal & River Trust (the Trust) is the guardian of 2,000 miles of historic waterways across England and Wales. We are among the largest charities in the UK. Our vision is that “living waterways transform places and enrich lives”. We are a statutory consultee in the development management process.*

*The Trust has reviewed the application. This is our substantive response under the Town and Country Planning (Development Management Procedure) (England) Order 2015. Based upon the information available we have* ***no comment*** *to make.’*

5. **Neighbour Consultation**

5.1 Site/Press Notice:

* Site notice posted 11 May 2017 and expired 1 June 2017.
* Press notice published 5 May 2017 and expired 26 May 2017.

5.1.2 Neighbours consulted: 14

5.1.3 Number of responses: 15

5.1.4 Summary of responses:

* Loss of privacy
* Insufficient parking in the area would be exacerbated by development
* Loss of property value
* Loss of light
* Loss of public house
* No need for extra dwellings in this location
* Gates will cause highway safety issues
* Access to and from the existing public house is difficult
* Noise and disturbance during construction activities
* Old Mill Road is not sufficient to serve the development
* Limited school places in the area

6. **Reason for Delay**

6.1 Committee cycle.

7. **Relevant Local Planning Policies:**

7.1 National Planning Policy Framework (NPPF)

7.1.1 On 27 March 2012, the framework of government guidance in the form of Planning Policy Statements and Planning Policy Guidance Notes was replaced by the National Planning Policy Framework (NPPF). The adopted policies of Three Rivers District Council reflect the content of the NPPF.

7.2 The Three Rivers Local Plan Core Strategy:

7.2.1 The Core Strategy was adopted by the Council on 17 October 2011. Relevant Policies include: PSP2, CP1, CP2, CP3, CP4, CP8, CP9, CP10 and CP12.

7.3 Development Management Policies LDD:

7.3.1 The Development Management Policies LDD was adopted on 26 July 2013 having been through a full public participation process and Examination in Public. Relevant policies include: DM1, DM3, DM4, DM6, DM8, DM10, DM12 and DM13 and Appendices 2 and 5.

7.4 The Site Allocations LDD:

7.4.1 The Site Allocations LDD was adopted on 25 November 2014 having been through a full public participation process and Examination in Public. Relevant policies include SA1.

7.5 Other

7.5.1 The following Acts and legislation are also relevant: The Wildlife and Countryside Act 1981 (as amended), the Conservation of Habitats and Species Regulations 2010, the Natural Environment and Rural Communities Act 2006 Habitat Regulations 1994, the Localism Act 2011 and the Growth and Infrastructure Act 2013.

7.5.2 The Community Infrastructure Levy (CIL) Charging Schedule (adopted February 2015).

7.5.3 The Hunton Bridge Conservation Area Appraisal (July 2008).

8. **Analysis**

8.1 Principle of Residential Development

8.1.1 The proposal would result in a net gain of 6 residential units on the application site. The site is not identified as a housing site within the Site Allocations LDD (SALDD) (adopted November 2014) and would therefore be considered as a windfall site. As advised in the SALDD, where a site is not identified for development it may still come forward through the planning application process where it will be tested in accordance with relevant national and local policies.

8.1.2 Policy CP2 of the Core Strategy (adopted October 2011) advises that in assessing applications for development not identified as part of the District’s housing land supply, including windfall sites, applications will be considered on a case by case basis having regard to:

1. The location of the proposed development, taking into account the Spatial Strategy
2. The sustainability of the development and its contribution to meeting local housing needs
3. Infrastructure requirements and the impact on the delivery of allocated housing sites
4. Monitoring information relating to housing supply and the Three Rivers housing targets.

8.1.3 Notwithstanding comments from Local Plans, the application site is within the Key Centre of Abbots Langley as identified in the Core Strategy. The Core Strategy’s Spatial Strategy identifies that new development will be directed towards previously developed land and appropriate infilling opportunities within the urban areas of the Principal Town and Key Centres, while more limited new development will take place within the same areas of the Secondary Centres. Policy PSP2 of the Core Strategy advises that approximately 60% of the District’s housing requirements will be provided by the Key Centres over the Plan period. The development would therefore be in line with the Spatial Strategy and would constitute the redevelopment of previously developed land with access to the main road and the required infrastructure already in place.

8.1.4 Policy CP3 of the Core Strategy states that the Council will require housing proposals to take into account the range of housing needs, in terms of size and type of dwellings as identified by the Strategic Housing Market Assessment (SHMA). The most recent SHMA was published in January 2016 and has identified the indicative targets for market and affordable sectors’ dwelling size within the Three Rivers District as follows:

* 1 bedroom 7.7% of dwellings
* 2 bedrooms 27.8% of dwellings
* 3 bedrooms 41.5% of dwellings
* 4+ bedrooms 23.0% of dwellings

8.1.5 The development proposes a third each of one, two and three bed units and would therefore not comply with the indicative targets. However, current market conditions may be taken into account in the consideration of housing mix and given the relatively small scale of the development which results in six apartments, it would not prejudice the overall supply of a mix of house types and sizes in the District such that it would be reasonable to refuse permission on this basis.

8.1.6 However, the development would result in the loss of an existing public house which is classed as a community facility. Policy CP1 of the Core Strategy sets out the need to protect and enhance existing community facilities and Policy DM12 of the Development Management Policies LDD (DMP LDD) (adopted July 2013) sets out that proposals for the redevelopment or change of use of any premises resulting in the loss of facilities that support the local community will only be permitted where the Council is satisfied that:

1. The existing facility can be satisfactorily relocated within the development; or
2. The use concerned is not economically viable, could be provided by some other means, or it can be demonstrated that there is no longer a demand for the use; or
3. The premises or site cannot readily be used for, or converted to, any other community facility and:
4. The facility or service which will be lost will be adequately supplied or met by an easily accessible existing or new facility in an appropriate alternative location, served by sustainable modes of transport.

8.1.7 The application has been accompanied by a Feasibility Report which concludes that the Dog and Partridge PH is not, and does not, have the potential to become a viable trading entity.

8.1.8 The Dog and Partridge PH is within very close proximity to two other eating and drinking establishments; a large public house knows as the Kings Head and a bar / restaurant / hotel known as the Kings Lodge. The Kings Head and the Kings Lodge are positioned either side of the Bridge Road / Old Mill Road / Hunton Bridge Hill roundabout and are within a short walking distance (max. 60m) from the application site. The Feasibility Report also notes that there are a number of public houses across Abbots Langley and Kings Langley and in general the surrounding area has a high level of pub and restaurant venues. Against this background competition the report states that the property would need to draw business away from the existing businesses close by and further afield. The property would therefore need to become a destination venue; such venues are mostly food led and require a minimum of 60 covers plus a second bar / lounge.

8.1.9 However, although there has been investment in the property, internally the overall presentation is described as poor and in need of refurbishment and the kitchen facilities specifically would require significant investment to be brought back into use. While this in itself would not provide sufficient justification for the loss of the existing pub, the Feasibility Report states that investment of the level required would not be attractive to potential investors due to the level of competition within the surrounding area. Furthermore, the site is relatively constrained and any expansion which would achieve the covers required to turn the property into a destination venue is likely to significantly impact on car parking; thus detracting from the quality of the venue in itself. The first floor accommodation has been noted, and while these rooms could be utilised as B&B accommodation, it is said to be unlikely that a purchaser could be found solely on this basis.

8.1.10 The Feasibility Report also states that the levels of investment required would reduce income substantially and the level of income expected to be achieved would be substantially below the National Living Wage, on the basis of ‘reward to effort’ the report concludes that any experienced operator would be unlikely to see such a potential reward as sufficient.

8.1.11 It is also noted within the report that when the property was last marketed, prior to its purchase by the current owner in 2011, there was no interest in the property. The current owner is also owner of the Kings Lodge and is therefore classified as a special purchaser; generally when considering the feasibility any special purchasers should be disregarded.

8.1.12 As such, given the evidence provided within the accompanying Feasibility Report and given the number of other similar venues in the area, particularly the Kings Lodge and the Kings Head, it is considered that the loss of the existing public house community facility would be adequately supplied by an easily accessible existing facility and the existing use is not economically viable. The conversion of the community facility would therefore meet the requirements of Policy DM12 of the DMP LDD and would not be objected to in principle.

8.2 Character / Street Scene / Conservation Area

8.2.1 Policy CP1 of the Core Strategy seeks to promote buildings of a high enduring design quality that respect local distinctiveness and Policy CP12 of the Core Strategy relates to design and states that in seeking a high standard of design, the Council will expect development proposals to *'have regard to the local context and conserve or enhance the character, amenities and quality of an area'* and *'conserve and enhance natural and heritage assets'*.

8.2.2 Policy CP3 of the Core Strategy advises that *‘the Council will promote high quality residential development that respects the character of the District and caters for a range of housing needs. Development will make the most efficient use of land, without compromising the quality of the environment and existing residential areas.’*

8.2.3 In terms of new residential development, Policy DM1 of the DMP LDD advises that the Council will protect the character and residential amenity of existing areas of housing from forms of *‘backland’*, *‘infill’* or other forms of new residential development which are inappropriate for the area. Development will only be supported where it can be demonstrated that the proposal will not result in:

1. Tandem development
2. Servicing by an awkward access drive which cannot easily be used by service vehicles
3. The generation of excessive levels of traffic
4. Loss of residential amenity
5. Layouts unable to maintain the particular character of the area in the vicinity of the application site in terms of plot size, building footprint, plot frontage width, frontage building line, height, gaps between buildings and streetscape features (e.g. hedges, walls, grass verges etc.).

8.2.4 Policy DM1 and Appendix 2 of the DMP LDD also set out that new residential development should not be excessively prominent in relation to the general street scene and should respect the character of the street scene, particularly with regard to the spacing of properties, roof form, positioning and style of windows and doors and materials.

8.2.5 The application site is located within a predominantly residential area although the immediate vicinity of the site is mixed with commercial properties and examples of residential flats above. The introduction of flatted development is therefore not considered to be inappropriate to the area and the development would be served by the existing vehicular access from Old Mill Road.

8.2.6 Due to the site’s location within Hunton Bridge Conservation Area, Policy DM3 of the DMP LDD is also relevant. The proposal includes the refurbishment of the original PH and demolition of the existing rear extension. Policy DM3 sets out that within Conservation Areas permission for development involving demolition or substantial demolition will only be granted if it can be demonstrated that:

1. The structure to be demolished makes no material contribution to the spatial character or appearance of the area; or
2. It can be demonstrated that the structure is wholly beyond repair or incapable of beneficial use; or
3. It can be demonstrated that the removal of the structure and its subsequent replacement with a new building and / or open space would lead to the enhancement of the Conservation Area.

8.2.7 The existing single storey flat roofed extension is an unattractive addition to the original building and does not make a material contribution to the special character of the Conservation Area. The demolition and subsequent replacement would therefore lead to the enhancement of the Conservation Area and is supported by the Council’s Conservation Officer.

8.2.8 Policy DM3 of the DMP LDD also sets out that within Conservation Areas, development will only be permitted if the proposal:

1. Is of a design and scale that preserves or enhances the character or appearance of the area
2. Uses building materials, finishes, including those for features such as walls, railings, gates and hard surfacing, that are appropriate to the local context
3. Retains historically significant boundaries, important open spaces and other elements of the area’s established pattern of development, character and historic value, including gardens, roadside banks and verges
4. Retains and restores, where relevant, traditional features such as shop fronts, walls, railings, paved surfaces and street furniture, and improves the condition of structures worthy of retention
5. Does not harm important views into, out of or within the Conservation Area
6. Protects trees, hedgerows and other significant landscape features and incorporates landscaping appropriate to the character and appearance of the Conservation Area
7. Results, where relevant, in the removal of unsympathetic features and the restoration or reinstatement of missing features.

8.2.9 The proposal would see the refurbishment and conversion of the original part of the public house with the proposed extension sited to the rear and centre part of the building; thus the Conservation Officer has advised that the extension would have little impact on the street pattern. The Conservation Officer has also raised no objection to the conversion of the workshop to the north and considers that the conversion of the outbuilding to the south for parking to be a good compromise.

8.2.10 The extension to the main public house would be set slightly below the ridge line of the host building and would incorporate gabled roofs with first floor windows set at eaves height to reflect the design of the original building. The siting of the extension would also maintain the original eaves detailing of the public house which contributes to the character of the building. The three windows in the ground floor of the front gable would be replaced in an original style to enhance the appearance of the building in the street scene.

8.2.11 However, the Conservation Officer has advised that the increase in development to the rear would impact on the view through to greenery behind the public house, detracting from the rural feel of the Conservation Area. The extension is therefore said to have an adverse impact on the character and appearance of the Conservation Area.

8.2.12 While the Conservation Officer’s comments are noted, there is a significant change in land levels beyond the rear boundary of the site and, while it is accepted that there may be some impact on views of greenery, views would still be possible above the ridgeline of the extension. Part of the two storey extension has also been reduced in height to a single storey which would retain further views of greenery compared to the original submission.

8.2.13 When considering the impact of proposed development on the significance of a designated heritage asset (such as a Conservation Area), the NPPF notes that great weight should be given to the asset’s conservation; the more important the asset, the greater the weight should be. Paragraph 134 of the NPPF advises that, *‘Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.’*

8.2.14 The harm to the Conservation Area due to the loss of views of greenery must be weighed up against the positive impacts of the development. Enhancements to the building have been incorporated through replacement windows, demolition of the single storey rear extension and breaking up of the significant hardstanding to the side and rear of the building. Furthermore, it has been demonstrated that the use of the building as a public house is no longer viable and suitable alternative properties are available within very close proximity. The conversion of the building to provide six residential apartments would result in public benefit and the conversion itself would maintain the future use of the building. These are therefore matters to be given significant weight which would outweigh the harm identified by the Conservation Officer.

8.2.15 On balance, the proposed development would have an acceptable impact on the character and appearance of the host building, street scene and Hunton Bridge Conservation Area. The development is therefore in accordance with Policies CP1, CP3 and CP12 of the Core Strategy and Policies DM1 and DM3 and Appendix 2 of the DMP LDD.

8.3 Residential Amenity

8.3.1 Policy CP12 of the Core Strategy states that development should *'protect residential amenities by taking into account the need for adequate levels and disposition of privacy, prospect, amenity and garden space.'*

8.3.2 Policy DM1 and Appendix 2 of the DMP LDD set out that residential development should not result in loss of light to the windows of neighbouring properties nor allow overlooking, and should not be excessively prominent in relation to adjacent properties. Two storey development to the rear of dwellings should not intrude a 45 degree splay line drawn across the rear garden from a point on the joint boundary level with the rear wall of the adjacent property, although this principle is dependent on the spacing and relative positions of dwellings. Where the rear of a building looks onto the side of another (for instance at a corner in a housing layout) the distance between them must be sufficient to avoid the flank wall having an overbearing effect.

8.3.3 With regard to privacy, Appendix 2 of the DMP LDD states that distances between buildings should be sufficient so as to prevent overlooking, particularly from upper floors. As an indicative figure, 28m should be achieved between the faces of single or two storey buildings backing onto each other or in other circumstances where privacy needs to be achieved. Windows of habitable rooms at first floor level should not generally be located in flank elevations.

8.3.4 The proposed extension to the public house would be sited 4.5m from the closest section of the north flank boundary which adjoins nos. 5, 5A and 5B Old Mill Road comprising a hot food take-away with a residential flat above. The first floor flat includes two windows facing towards the application site which serve the stairs and a lounge; the total spacing between the windows serving the flat and the proposed extension would be 10.5m. It is noted that the window serving the stairs is already affected by an extraction pipe located directly outside of the window and any loss of light to the lounge window caused by the extension would not be significant to justify refusal of the application. There is also sufficient separation so as not to appear overbearing from views out of the lounge window.

8.3.5 High levels of ground and first floor level glazing is proposed to the north flank of the extension. At ground floor level sufficient spacing would remain to the north flank boundary such that standard boundary treatments would provide adequate screening. At first floor level the windows facing directly towards the windows of the first floor flat would serve bathrooms and would therefore be conditioned to be obscure-glazed to protect the privacy of the neighbour. While it is accepted that three first floor bedroom windows would be sited within the north flank, these windows would have oblique views towards the existing side elevation of the flat and so would not have a back-to-back relationship. There would be a minimum separation of 10.5m between the windows and the separation distance and positioning of the windows in relation to one another is not considered to result in significant harm.

8.3.6 The extension would be set 5.8m from the rear boundary which adjoins the flank boundary of no. 8 The Maltings. The neighbour is at a much higher land level and it is not considered that the two storey development would appear overbearing or result in loss of light to the windows or amenity space of this property.

8.3.7 No windows are proposed within the rear elevation of the extension and the privacy of no. 8 The Maltings would therefore be protected.

8.3.8 The extension would be sited approximately 18m from the south boundary which adjoins the flank boundary of no. 7 The Maltings and would not appear overbearing or cause loss of light to the rear windows or amenity space of the neighbour. Due to the siting of the neighbouring dwelling, no loss of privacy would occur to the windows. Appendix 2 of the DMP LDD states that a proportion of each garden should be a private zone abutting or close to the dwelling that is not visible from the gardens or ground floor habitable rooms of adjoining properties. While it is accepted that some views of the rear garden would be possible from the flank first floor windows, no ground floor windows would overlook the rear garden, and sufficient separation distances would remain at first floor level to protect the privacy of the neighbouring garden.

8.3.9 No alterations are proposed to the outbuilding to the north with the exception of additional windows to the front. These would not overlook existing neighbouring properties and their location at ground floor level would ensure the proposed new apartments would have acceptable living conditions.

8.3.10 The development would therefore not result in significant harm to the residential amenities of existing or future occupiers and the development would be acceptable in this regard in accordance with Policy CP12 of the Core Strategy and Policy DM1 and Appendix 2 of the DMP LDD.

8.4 Amenity Space

8.4.1 Policy CP12 of the Core Strategy states that development should take into account the need for adequate levels and disposition of privacy, prospect, amenity and garden space and specific standards for provision of amenity space are set out in Appendix 2 of the DMP LDD which also sets out that:

*‘Amenity space must be provided within the curtilage of all new residential developments. Depending on the character of the development, the space provided may be in the form of private gardens or in part, may contribute to formal spaces/settings for groups of buildings or existing mature trees. In the latter case this can help avoid problems which can arise from the proximity of large trees to houses. Communal space for flats should be well screened from highways and casual passers-by. Purely visual amenity space plays a different role; it should be prominent and may well include mature trees and key areas of planting, and serves as a visual asset to the development without necessarily being heavily used by the occupants.’*

8.4.2 The indicative amenity space standards set out that one bed flats should be served by 21sq.m with a further 10sq.m for each additional bedroom. The proposed development would therefore require a total of 186sq.m of amenity space.

8.4.3 The development would be served by approximately 190sq.m; 170sq.m to serve the main block and 20sq.m to serve the northern converted outbuilding. Overall, the level of amenity space is considered acceptable to serve the development.

8.5 Highways, Parking & Access

8.5.1 Policy CP10 of the Core Strategy requires development to demonstrate that it will provide a safe and adequate means of access.

8.5.2 The proposal would utilise the existing access points to the north and south of the public house. During the course of the application new gates to the southern access have been removed from the proposal. The Highway Authority has raised no objection to the proposed development subject to informatives. The conversion of the buildings to residential is therefore not considered to have a significant detrimental impact to highway safety.

8.5.3 The comments of neighbours in respect of highway safety are noted; however, it is also recognised that while the existing public house is underutilised the use of the site as a public house could result in a significant increase in visitors to and from the site with a high turnover of cars entering and exiting. The change of use of the public house to a total of six residential apartments would therefore not exacerbate existing highway issues relating to Old Mill Road when taking account the planning use of the site.

8.5.4 Notwithstanding these comments, the Highway Authority has recommended an informative relating to construction management. Given the nature of the surrounding highway network it is considered that a condition requiring full details would be more appropriate in this instance to enable the LPA to effectively manage the construction activities and associated impacts on the highway.

8.5.5 Policy DM13 of the DMP LDD requires development to make provision for parking in accordance with the parking standards set out at Appendix 5 of the same document. Appendix 5 sets the following parking requirements:

* 1 bedroom dwelling – 1.75 spaces per dwelling (1 assigned space)
* 2 bedroom dwelling – 2 spaces per dwelling (1 assigned space)
* 3 bedroom dwelling – 2.25 spaces per dwelling (2 assigned spaces)
* 4 or more bedroom dwelling – 3 spaces per dwelling (3 assigned spaces within the curtilage)

8.5.6 The proposed development would therefore require a total of 12 spaces (8 assigned spaces). The proposed development would meet the maximum parking requirement of 12 spaces and these have been allocated in accordance with the required number of assigned spaces for each apartment and four unassigned spaces. The development would therefore be acceptable in this regard. It is again acknowledged that a number of objections have been received in relation to existing parking pressures in the area. However, the development would provide sufficient parking in accordance with Appendix 5 of the DMP LDD.

8.6 Landscaping & Trees

8.6.1 Policy DM6 of the DMP LDD sets out that development proposals should seek to retain trees and other landscape and nature conservation features, and that proposals should demonstrate that trees will be safeguarded and managed during and after development in accordance with the relevant British Standards.

8.6.2 The Landscape Officer has not provided comments in relation to the proposal and comments will be given at the time of the committee meeting. However, in the meantime, the application has been accompanied by a tree constraints and protection plan which shows root protection areas of trees to be retained and trees to be removed. Should the Landscape Officer consider that the submitted detail is acceptable, the development will be required to be carried out in accordance with the protection measures shown.

8.6.3 The proposal would also require full details of hard and soft landscaping and the submission of full details of boundary treatments.

8.7 Sustainability

8.7.1 Policy DM4 of the DMP LDD states that from 2016, applications for new residential development will be required to demonstrate that the development will meet a zero carbon standard (as defined by central government). However, the Government is yet to provide a definition for zero carbon and the Council is therefore continuing to apply the 2013 requirements, i.e. applicants will be required to demonstrate that development will produce 5% less carbon dioxide emissions than Building Regulations Part L (2013) requirements having regard to feasibility and viability.

8.7.2 The application has been accompanied by an Energy Statement which indicates that the development would meet the requirements of Policy DM4 through a 5.1% reduction in regulated CO2 emissions by maximising fabric efficiency. The development would therefore accord with the sustainability policies and targets of Policy CP1 of the Core Strategy and Policy DM4 of the DMP LDD.

8.8 Affordable Housing & Infrastructure Contributions

8.8.1 The proposed development would result in a net gain of six residential units at a total combined floor space of approximately 420sq.m. Policy CP4 of the Core Strategy requires development that would result in a net gain of one or more dwellings to contribute to the provisions of affordable housing. The Affordable Housing SPD was approved by the Council in June 2011 as a material consideration and supports the implementation of Policy CP4.

8.8.2 However, following an appeal decision overturning the previous High Court judgement giving legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 by Brandon Lewis; the NPPG has been updated at paragraph 31 to advise that contributions should not be sought from developments of 10-units or fewer with a maximum combined gross floor space of no more than 1,000sq.m. As a result, the Local Planning Authority is not currently requiring contributions towards affordable housing for sites which are below these thresholds.

8.8.3 As such, the proposed development would not be required to make a financial affordable housing contribution.

8.8.4 Policy CP8 of the Core Strategy requires development to make adequate contribution to infrastructure and services. The Three Rivers Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on 1 April 2015. CIL is therefore applicable to this scheme. The Charging Schedule sets out that the application site is within ‘Area B’ within which the charge per s.q.m of residential development is £120.

8.9 Wildlife & Biodiversity

8.9.1 Section 40 of the Natural Environment and Rural Communities Act 2006 requires Local Planning Authorities to have regard to the purpose of conserving biodiversity. This is further emphasised by regulation 3(4) of the Habitat Regulations 1994 which state that Councils must have regard to the strict protection for certain species required by the EC Habitats Directive. The Habitats Directive places a legal duty on all public bodies to have regard to the habitats directive when carrying out their functions.

8.9.2 The protection of biodiversity and protected species is a material planning consideration in the assessment of this application in accordance with Policy CP9 of the Core Strategy and Policy DM6 of the DMP LDD. National Planning Policy requires Local Authorities to ensure that a protected species survey is undertaken for applications where biodiversity may be affected prior to the determination of a planning application.

8.9.3 The Herts and Middlesex Wildlife Trust has not objected to the proposal and it is not considered that further surveys would be necessary in this instance. However, the development would involve works to the existing roof and an informative would be attached to any permission advising of the measures to be taken should bats be discovered.

8.10 Refuse & Recycling

8.10.1 Policy CP1 of the Core Strategy states that development should provide opportunities for recycling wherever possible. Policy DM10 of the DMP LDD sets out that adequate provision for the storage and recycling of waste should be incorporated into proposals and that new development will only be supported where the siting or design of waste/recycling areas would not result in any adverse impact to residential or workplace amenities, where waste/recycling areas can be easily accessed (and moved) by occupiers and waste operatives and where there would be no obstruction to pedestrian, cyclist or driver sight lines.

8.10.2 The application site is within a residential area and currently supports a public house. A refuse enclosure has been indicated on the plans to the south of the main building; however, full details of storage and collection have not been provided. While the development is considered to provide sufficient space for refuse and service vehicles to access and exit the site, full details will be required to be provided by way of condition, this would include elevations of bin storage areas to preserve the character and appearance of the Conservation Area.

9. **Recommendation**

9.1 That PLANNING PERMISSION BE GRANTEDsubject to the following conditions: -

C1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990 and as amended by the Planning and Compulsory Purchase Act 2004.

C2 The development hereby permitted shall be carried out in accordance with the following approved plans:

 TRDC 001 (Location Plan)

TRDC 002 (Block Plan)

1007-001 Existing Floor Plans Rev B

1007-002 Existing Elevations Rev B

1007-004 Existing Site Plan (Ground) Rev A

1007-100 Proposed Site Plan (Ground) Rev B

1007-101 Proposed 1st Floor & Roof Plan Rev D

1007-102 Proposed GA Elevations Rev C

37754-3 Revision 0

Reason: For the avoidance of doubt and in the proper interests of planning and in the interests of the visual amenities of the locality and residential amenity of neighbouring occupiers, in accordance with Policies PSP2, CP1, CP2, CP3, CP4, CP8, CP9, CP10 and CP12 of the Core Strategy (adopted October 2011), Policies DM1, DM3, DM4, DM6, DM8, DM10, DM12 and DM13 and Appendices 2 and 5 of the Development Management Policies LDD (adopted July 2013), Policy SA1 of the Site Allocations LDD (adopted November 2014) and the Hunton Bridge Conservation Area Appraisal (July 2008).

C3 The development shall not begin until full details of all proposed construction vehicle access, movements, parking arrangements and facilities for mud and dust control have been submitted to and approved in writing by the Local Planning Authority. The relevant details shall be submitted in the form of a Construction Management Plan and the approved details shall be implemented throughout the construction programme.

Reason: This is a pre commencement condition in order to minimise danger, obstruction and inconvenience to users of the adjacent highway in accordance with Policies CP1 and CP10 of the Core Strategy (adopted October 2011) and Policy DM13 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

C4 The development shall not be occupied until a scheme for the separate storage and collection of domestic waste has been submitted to and approved in writing by the Local Planning Authority. Details shall include siting, size and appearance of refuse and recycling facilities on the premises. The development hereby permitted shall not be occupied until the approved scheme has been implemented and these facilities should be retained permanently thereafter.

Reason: To ensure that satisfactory provision is made, in the interests of amenity and to ensure that the visual appearance of such provision is satisfactory in compliance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policies DM1, DM3 and DM10 and Appendix 2 of the Development Management Policies LDD (adopted July 2013).

C5 The development shall not be occupied until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority.

All landscaping works required by the approved scheme shall be carried out and completed prior to the first occupation of the development hereby permitted. All soft landscaping works required by the approved scheme shall be maintained including the replacement of any trees or plants which die are removed or become seriously damaged or diseased in the next planting season with others of a similar size or species, for a period for five years from the date of the approved scheme was completed.

Reason: In the interests of visual amenity in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policy DM6 of the Development Management Policies LDD (adopted July 2013).

C6 Prior to the first occupation of the dwellings hereby approved a plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be erected in accordance with the approved details prior to first occupation of the dwellings hereby approved.

Reason: To safeguard the visual amenities of neighbouring properties and the character of the locality in accordance with Policies CP1, CP11 and CP12 of the Core Strategy (adopted October 2011) and Policy DM1 and Appendix 2 of the Development Management Policies LDD (adopted July 2013).

C7 No operations (including tree felling, pruning, demolition works, soil moving, temporary access construction, or any other operation involving the use of motorised vehicles or construction machinery) shall commence on site in connection with the development hereby approved until the branch structure and trunks of all trees shown to be retained and all other trees not indicated as to be removed and their root systems have been protected from any damage during site works, in accordance with approved drawing no. 37754-3 Revision 0.

The protective measures, including fencing, shall be undertaken in accordance with the approved scheme before any equipment, machinery or materials are brought on to the site for the purposes of development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed within any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made. No fires shall be lit or liquids disposed of within 10.0m of an area designated as being fenced off or otherwise protected in the approved scheme.

Reason: To prevent damage to trees during construction and to meet the requirements of Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policy DM6 of the Development Management Policies LDD (adopted July 2013).

C8 The development shall not be occupied until the energy saving and renewable energy measures detailed within the Energy Statement submitted as part of the application are incorporated into the approved development.

Reason: To ensure that the development meets the requirements of Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policies DM1, DM4 and Appendix 2 of the Development Management Policies LDD (adopted July 2013) and to ensure that the development makes as full a contribution to sustainable development as possible.

C9 Unless specified on the approved plans, all new works or making good to the retained fabric shall be finished to match in size, colour, texture and profile those of the existing building.

Reason: To ensure that the external appearance of the building is satisfactory in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policies DM1 and DM3 and Appendix 2 of the Development Management Policies LDD (adopted July 2013).

C10 Before the first occupation of the building/extension hereby permitted the bathroom window(s) in the first floor of the north flank elevation shall be fitted with purpose made obscured glazing and shall be top level opening only at 1.7m above the floor level of the room in which the window is installed. The window(s) shall be permanently retained in that condition thereafter.

Reason: To safeguard the amenities of the occupiers of neighbouring residential properties in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policy DM1 and Appendix 2 of the Development Management Policies LDD (adopted July 2013).

C11 The parking spaces shall be constructed in accordance with the approved plans prior to the first occupation of any part of the development hereby permitted. The parking spaces shall thereafter be kept permanently available for the use of residents and visitors to the site.

Reason: To ensure that adequate off-street parking is provided within the development so as not to prejudice the free flow of traffic and in the interests of highway safety on neighbouring highways in accordance with Policies CP1, CP10 and CP12 of the Core Strategy (adopted October 2011) and Policy DM13 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

C12 Immediately following the implementation of this permission, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any other revoking and re-enacting that order with or without modification) no development within the following Classes of Schedule 2 of the Order shall take place.

Part 1

Class A - enlargement, improvement or other alteration to the dwelling

Class B - enlargement consisting of an addition to the roof

Class C - alteration to the roof

Class E - provision of any building or enclosure

No development of any of the above classes shall be constructed or placed on any part of the land subject of this permission.

Reason: To ensure adequate planning control over further development having regard to the limitations of the site and neighbouring properties and in the interests of the visual amenities of the site and the area in general, in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011) and Policies DM1 and DM3 and Appendix 2 of the Development Management Policies LDD (adopted July 2013).

9.2 Informatives:

I1 With regard to implementing this permission, the applicant is advised as follows:

All relevant planning conditions must be discharged prior to the commencement of work. Requests to discharge conditions must be made by formal application. Fees are £97 per request (or £28 where the related permission is for extending or altering a dwellinghouse or other development in the curtilage of a dwellinghouse). Please note that requests made without the appropriate fee will be returned unanswered.

There may be a requirement for the approved development to comply with the Building Regulations. Information and application forms are available at www.hertfordshirebc.co.uk. Alternatively the Council's Building Control section can be contacted on telephone number 01923 727130 or email building.control@hertfordshirebc.gov.uk.

Community Infrastructure Levy (CIL) - If your development is liable for CIL payments, it is a requirement under Regulation 67 (1) of The Community Infrastructure Levy Regulations 2010 (As Amended) that a Commencement Notice (Form 6) is submitted to Three Rivers District Council as the Collecting Authority no later than the day before the day on which the chargeable development is to be commenced. DO NOT start your development until the Council has acknowledged receipt of the Commencement Notice. Failure to do so will mean you will lose the right to payment by instalments (where applicable), lose any exemptions already granted, and a surcharge will be imposed.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

Where possible, energy saving and water harvesting measures should be incorporated. Information on this is also available from the Council's Building Control section. Any external changes to the building which may be subsequently required should be discussed with the Council's Development Management Section prior to the commencement of work.

I2 The applicant is reminded that the Control of Pollution Act 1974 stipulates that construction activity (where work is audible at the site boundary) should be restricted to 0800 to 1800 Monday to Friday, 0900 to 1300 on Saturdays and not at all on Sundays and Bank Holidays.

I3 Bats are protected under domestic and European legislation where, in summary, it is an offence to deliberately capture, injure or kill a bat, intentionally or recklessly disturb a bat in a roost or deliberately disturb a bat in a way that would impair its ability to survive, breed or rear young, hibernate or migrate, or significantly affect its local distribution or abundance; damage or destroy a bat roost; possess or advertise/sell/exchange a bat; and intentionally or recklessly obstruct access to a bat roost.

If bats are found all works must stop immediately and advice sought as to how to proceed from either of the following organisations:

The UK Bat Helpline: 0845 1300 228

Natural England: 0300 060 3900

Herts & Middlesex Bat Group: www.hmbg.org.uk

or an appropriately qualified and experienced ecologist.

(As an alternative to proceeding with caution, the applicant may wish to commission an ecological consultant before works start to determine whether or not bats are present. A list of bat consultants can be obtained from Hertfordshire Ecology on 01992 555220).

I4 The Local Planning Authority has been positive and proactive in its consideration of this planning application, in line with the requirements of the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015. The applicant and the Local Planning Authority engaged in pre-application discussions which result in a form of development that maintains/improves the economic, social and environmental conditions of the District.

I5 Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in condition such as not to emit dust or deposit mud, slurry or other debris on the highway.

I6 The applicant is advised that storage of materials associated with the development should take place within the site and not extend into within the public highway without authorisation from the highway authority, Hertfordshire County Council. If necessary further details can be obtained from the County Council Highways via either the website: http://www.hertsdirect.org/services/transtreets/highways/ or telephone 0300 1234047 to arrange this.

I7 The developer should be aware that the required standards regarding the maintenance of the public right of way and safety during the construction. The public rights of way along the carriageway and footways should remain unobstructed by vehicles, machinery, materials and other aspects of construction works.