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NORTH HERTFORDSHIRE DISTRICT COUNCIL

PLANNING CONTROL COMMITTEE

THURSDAY, 15TH DECEMBER, 2022

ADDENDUM

Please find attached supplementary papers relating to the above meeting, as follows:

Agenda No Item

8. **17/01955/1 Ickleford Mill, Arleseey Road, Ickleford (Pages 3 - 4)**

REPORT OF THE DEVELOPMENT AND CONSERVATION MANAGER

Outline Planning application for up to 71 dwellings and associated access, car parking, garages, landscaping and open space including demolition and removal of all existing structures, buildings and hardstanding (all matters reserved except means of access). - Planning update note available to view

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Agenda Item 8

Location: Ickleford Mill Arlesey Road Ickleford Applicant: Mr Isaacson

Proposal: Outline Planning application for up to 71 dwellings and associated access, car parking, garages, landscaping and open space including demolition and removal of all existing structures, buildings and hardstanding (all matters reserved except means of access). - Planning update note available to view

Ref. No: 17/01955/1

Officer: Peter Bull

Amendment to report

Section 4.3.23 of the report considers Green Belt impacts arising from the proposed pumping station. As this is an outline application and the siting, scale and appearance are matters for the reserved matters application, the report has assumed that the pumping station is likely to result in some above ground impacts which maybe be considered to be inappropriate development within the Green Belt. Officers have commented that such impacts are outweighed by other material considerations which are already set out in the report. A recent High Court judgement has altered how this matter should be considered. Therefore officers have revised the relevant Green Belt paragraphs in the officer report clarifying the revised policy position and considerations. These are set out below (new text underlined) -

4.3.23 With regard to the pumping station, the applicant confirms that Anglian Water have indicated that the most suitable foul water outfall location for the site proposals to connect into which is adjacent to Arlesey Road. There is insufficient capacity in the pipe heading northwards and therefore the foul connection point south of the residential site is necessary to connect into. This option requires a pumping station to be installed and underground pipework laid and the most appropriate location for this is understood to be on land south of the vehicular access within the Green Belt. The pumping station would be modest in size and scale and located close to the edge of the application boundary adjacent to Arlesey Road. Paragraph 150b of the NPPF states that "Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are: b) engineering operations;". A recent High Court judgement on the subject of what comprises an "engineering operation" for the purposes of paragraph 150b of the NPPF confirmed that a pumping station is 'engineering works' and thus 'appropriate' in the Green Belt. Whilst no details of the pumping station are provided due to outline form of the application, it is anticipated that above ground works are likely to comprise associated fencing, hardstanding other minor works. Officers are of the view that any impact on the openness of the Green Belt could be mitigated by the provision of appropriate landscaping. Therefore, subject to the provision of such landscaping the pumping station could reasonably be considered to preserve 'openness' of the Green Belt and therefore would comply with paragraph 150b of the NPPF.

4.3.26 In summary, the pumping station will be 'appropriate' development within the Green Belt and any impact on openness can be mitigated by landscaping to be secured by condition. The provision of the LEAP within the open space will be exceptions to inappropriate development. In the circumstances, the proposal does not present any conflict with the Green Belt designation.

4.3.89 Negative impacts comprise –

- noise and dust impacts although these would be limited due to the temporary nature (i.e. during construction) and therefore attract limited weight;
- the loss of employment land attracting limited weight;
- vehicular traffic associated with the redevelopment of the site attracting limited weight.

4.3.91 Having regard for the above, the benefits identified above when taken cumulatively are significant and, in this case, clearly outweigh the harm that has been identified.