

Public Document Pack

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Your Ref.
Contact. Hilary Dineen
Direct Dial. (01462) 474353
Email. hilary.dineen@north-herts.gov.uk

To: Members of the Committee: Councillors Mike Rice, Michael Muir, Daniel Allen, Ruth Brown, Paul Clark, Bill Davidson, Sarah Dingley, Jean Green, Cathryn Henry, Mike Hughson, Tony Hunter, Ian Mantle, Sue Ngwala, Harry Spencer-Smith and Michael Weeks

Substitutes: Councillors David Barnard, Val Bryant, Faye Frost, Gary Grindal, Ben Lewis, Val Shanley and Terry Tyler

You are invited to attend a

MEETING OF THE PLANNING CONTROL COMMITTEE

to be held in the

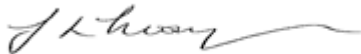
**COUNCIL CHAMBER, COUNCIL OFFICES. GERNON ROAD,
LETCWORTH GARDEN CITY**

On

THURSDAY, 15TH NOVEMBER, 2018 AT 7.30 PM

**(THIS MEETING IS A TRIAL PAPERLESS MEETING
MEMBERS SHOULD VIEW THE AGENDA ON THEIR TABLETS)**

Yours sincerely,



Jeanette Thompson
Service Director – Legal and Community

Agenda **Part I**

Item	Page
1. APOLOGIES FOR ABSENCE	
2. MINUTES - 18 OCTOBER 2018 To take as read and approve as a true record the minutes of the meeting of this Committee held on the 18 October 2018. These Minutes are to follow	
3. NOTIFICATION OF OTHER BUSINESS Members should notify the Chairman of other business which they wish to be discussed by the Committee at the end of the business set out in the agenda. They must state the circumstances which they consider justify the business being considered as a matter of urgency. The Chairman will decide whether any item(s) raised will be considered.	
4. CHAIRMAN'S ANNOUNCEMENTS Members are reminded that any declarations of interest in respect of any business set out in the agenda, should be declared as either a Disclosable Pecuniary Interest or Declarable Interest and are required to notify the Chairman of the nature of any interest declared at the commencement of the relevant item on the agenda. Members declaring a Disclosable Pecuniary Interest must withdraw from the meeting for the duration of the item. Members declaring a Declarable Interest, wished to exercise a 'Councillor Speaking Right', must declare this at the same time as the interest, move to the public area before speaking to the item and then must leave the room before the debate and vote.	
5. PUBLIC PARTICIPATION To receive petitions and presentations from members of the public.	
6. 18/00584/FP - SANDON BURY FARM, SANDON, HERTS, SG9 0QY REPORT OF THE DEVELOPMENT AND CONSERVATION MANAGER Diversification of Sandon Bury Farm to provide an events venue and guest accommodation, comprising demolition of existing modern buildings within the Sandon Bury Farm complex, change of use of existing buildings from agricultural uses to an events venue, guest accommodation and alterations to listed and non-listed buildings (Black Barn, grain store and hay barn).	(Pages 1 - 52)

7. **18/00585/LBC - SANDON BURY FARM, SANDON, HERTS, SG9 0QY** (Pages
REPORT OF THE DEVELOPMENT AND CONSERVATION MANAGER 53 - 66)
- Internal Alterations to Sandon Bury Farmhouse (grade II* listed).
Refurbishment of the Black Barn (grade II* listed) to include overcladding,
acoustic insulation work and alterations to existing openings. New building
(Grainstore Barn) abutting northeast gable end of Black Barn. Link extension
between Black Barn and Centre Barn. Alterations to Hay Barn and extension
thereof to form covered entrance loggia. Internal and external alterations to
the Dovecote (grade II listed) including the provision of a new roof. Internal
and external alterations to the Couch House/garage Barn (grade II listed)
8. **18/01622/FP - LAND TO THE EAST OF BEDFORD ROAD AND WEST OF** (Pages
OLD RAMERICK MANOR, BEDFORD ROAD, ICKLEFORD, 67 - 102)
HERTFORDSHIRE
REPORT OF THE DEVELOPMENT AND CONSERVATION MANAGER
- Erection of 144 no. dwellings, new vehicular access onto Bedford Road,
associated garages and car parking spaces, public open space, landscaping
and attenuation areas.
9. **18/02404/FP - 5 GREEN DRIFT, ROYSTON, HERTFORDSHIRE,SG8 5DB** (Pages
REPORT OF THE DEVELOPMENT AND CONSERVATION MANAGER 103 -
116)
- Erection of 4no. four bedroom townhouses with private amenity space, car
parking, and associated infrastructure and ancillary works, following
demolition of existing bungalow and outbuildings.
10. **18/02194/OP - HEATH FARM, POTTERSHEATH ROAD,** (Pages
POTTERSHEATH, HERTS, AL6 9ST 117 -
REPORT OF THE DEVELOPMENT AND CONSERVATION MANAGER 128)
- Outline Planning permission (all matters reserved except access, layout and
scale) for one 4-bed detached dwelling following demolition of existing
buildings (Class B2, B8), stable blocks and portakabins.
11. **18/02224/FP - BENCHMARK, JUBILEE HOUSE, JUBILEE ROAD,** (Pages
LETCHWORTH GARDEN CITY. HERTS, SG6 1WU 129 -
REPORT OF THE DEVELOPMENT AND CONSERVATION MANAGER 140)
- Increase in height of the portal frame unit (as approved by application
15/00119/1). Addition of a second storey to the office block (adjacent to
Jubilee Road). Improve (by over-cladding), the elevation of the office block
that borders Jubilee Road.
12. **PLANNING APPEALS** (Pages
141 -
156)

ITEM NO:	
<u>Location:</u>	Sandon Bury Farm Sandon Hertfordshire SG9 0QY
<u>Applicant:</u>	Sandon Bury Farm Ltd
<u>Proposal:</u>	Diversification of Sandon Bury Farm to provide an events venue and guest accommodation, comprising demolition of existing modern buildings within the Sandon Bury Farm complex, change of use of existing buildings from agricultural uses to an events venue, guest accommodation and alterations to listed and non-listed buildings (Black Barn, grain store and hay barn).
<u>Ref. No:</u>	18/00584/FP
<u>Officer:</u>	Melissa Tyler

Date of expiry of statutory period : November 19th 2018

Reason for Delay

Extension of time to allow for further consultation responses from Hertfordshire Highways following a deferral from September Committee

Reason for Referral to Committee

Members will recall that this application was deferred pending further information from Herts Highways at the meeting of the Committee on 20th September (the original report is attached at **Appendix 1**) for the following reasons:

RESOLVED: That application **18/00584/FP** be **DEFERRED** to enable the full and thorough assessment of the suitability and safety of all routes to the development and that this be presented to the Committee.

1.0 **Site History**

1.1 See **Appendix 1**

2.0 **Policies**

2.1 See **Appendix 1**

3.0 **Representations**

3.1 All representations received in response to the planning application as presented to the Committee on 20th September 2018 are set out in **Appendix 1**

3.2 **Hertfordshire Highways** – further comments from the Highway Authority following deferral are set out at 4.3 of this report

3.3 **Neighbours (all representations can be found in full on our website)**

I have received further representations from neighbours since the last committee:

Main concerns centre on Highway safety

3.4 Environmental Health (Noise)

Further representations were made in regards to Noise Report. Condition recommended (As read out at September Committee)

3.5 **Sandon Conservation Group** – See full representation on the website

Main concerns are related to:

- Suitable use of listed buildings
- Alternative uses
- Working farm compatibility
- Employment opportunities
- Highway safety
- Biodiversity mitigation
- Residential amenities

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 See **Appendix 1**

4.2 **Proposal**

4.2.1 See **Appendix 1**

4.3 **Key Issues**

4.3.1 This report discusses highway issues that are relevant to the proposed scheme at Sandon Bury. The decision was made that this application would be deferred to seek further information from the Highways Authority. Following the September committee the Highway Authority was re-consulted in respect of all routes into Sandon and the proposed event venue. The question as to whether the routes would be safe given the increased volume was the aim of this further consultation .

- 4.3.2 The main routes into Sandon are linked to the A505 and the A10. Four potential routes are shown in appendix 2. The longest route from Sandon Bury to the junction at Wallington/Baldock on the A505 is 12 minutes by car according to Google Maps. This route takes you through Sandon and Roe Green and Wallington. The quickest route from Sandon Bury to the A505 is 5 minutes by car according to Goggle Maps which takes you past the Church and onto the A505 at Country Boarding Kennels The route to the A10 takes approximately 6 minutes, this route meets the A10 at Buckland.
- 4.3.3 Paragraph 109 of the NPPF, states that “**development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.**” I consider that the proposal is for a relatively modest scale of development that would not have an unreasonable impact on the safety and operation of the adjoining highway.
- 4.3.4 Having raised highway concerns at September Planning Committee, Hertfordshire Highways has commented with the following:

“In regard to the impact the new venue would have on the local roads a Transport Statement has been prepared by the transport consultants, although HCC commented on the access and immediate route to the venue, the Highway Authority have also considered all routes into Sandon in regard to the proposal and the traffic generation that this would produce.

The increase in traffic would have an impact on the local roads, however due to the level of traffic generated for the scale of development by the event venue the impact has not been considered by HCC to be significant.

Considering that on a typical weekend, traffic survey data taken from Table 3-2 within the Transport Statement, Rushden Road supported an average two-way flow of 200 vehicle movements, the additional traffic generated by the proposal has not been considered as being a significant impact on all the surrounding road network to support a refusal on highway grounds.

Accident Data

Details of recorded road traffic incidents were requested from Hertfordshire County that covered an area that was a requirement of the Transport Statement for the submitted planning application which addressed an area within a 2 mile radius from the site access off Rushden Road the records were over a five-year period.

The incidents recorded by Hertfordshire County Council provide data that shows that the incidents did not occur as a direct result of a highway deficiency and that driver error represents the most likely cause in each case some of the factors are such as there were 5 road traffic incidents across a period of 5 years and considering that they were within a two mile radius establishes an extremely low rate of occurrence for rural local access roads.

It is considered that the Transport Statement showing data (Table 3-2) indicates that on a weekend, Rushden Road supported an average two-way flow of 200 vehicle movements of which 11 were classified as HGV the traffic volume is mainly medium size vehicles which the local access roads have the capacity for two-way traffic the accident data demonstrates that the local access roads which form part of the route to the venue have not got a serious highway deficiency enough to cause a severe impact on the local highway network.

Bearing in mind that the traffic flows are fundamental to the assessment of traffic impact HCC is satisfied that the data in the submitted in the Transport Statement provided an overall picture of the existing traffic movements and the future traffic generated from the new development.

If there are concerns over the lack of mitigation on the impact that the development has on the local network a before and after traffic survey could be taken and a conditional permission could be recommended such as;

Prior to commencement of the development the submission and agreement of a mechanism of continual review of the transport impacts of the development to include (but not be restricted to) the installation of traffic counters upon each local access road and accesses, travel plan monitoring and regular dialogue between Developer, Local Planning Authority and Highway Authority. The findings of this work shall be shared between all interested parties with a view to remedying any problems arising directly from the construction or occupation of the development.

Reason: To ensure that the development is appropriately mitigated against to ensure impacts are no worse at any time during the construction phase and on completion of the development.

This condition could be considered as being unreasonable and may result in an appeal being initiated as HCC has not deemed the impact to be severe.”

- 4.3.5 In regards to the above condition, I would agree with the Highway Authority that this might be construed as unreasonable in view of its overall conclusion that traffic volumes post development would not be significant.

Other Matters

- 4.3.6 Following the previous committee we have received a representation from Sandon Conservation Group which have been summarised in section 3.
- 4.3.7 The majority of the concerns raised have been discussed in the original committee report (Appendix 1) and raise no further issues for reiteration here.

4.3.8 In regards to bio-diversity, specifically Bats, I have copied below the full response from Herts Ecology in regards to bats.

“A number of bat surveys have been undertaken at the farm since at least 1998, and two bat species are confirmed roosting and four bat species have been recorded foraging and commuting across the site. In addition, Sandon Churchyard adjacent to the property is a non-statutory Local Wildlife Site designated for its bat interest.

An updated Bat Activity Survey, by Applied Ecology, February 2018 has been submitted in support of this application. A daytime inspection of ten buildings on site was undertaken on 5 April 2017 and follow-up nocturnal bat activity surveys of five buildings with moderate or high bat roost potential were undertaken on 3 visits in July 2017. A number of roosts, including a locally and regionally important maternity roost for Natterer’s bats as well as three other bat species, were confirmed during the July 2017 surveys.

The development proposals will result in the loss of bat roosts and consequently suitable mitigation and compensation is required to safeguard bats ensure their conservation status is maintained. It is acknowledged that a European Protected Species (EPS) licence will be required from Natural England to proceed lawfully, and I have no reason to believe that a licence will not be issued.

I note in ‘Plan P40A Black Barn overcladding details’ that breather membrane is proposed. There is strong evidence that Breathable Roofing Membranes (BRM) have a negative impact on bats, as they can become entangled in loose polymer fibres with fatal consequences. Currently, there are no bat-friendly breathable membranes on the market and traditional Bitumen felt type 1F is recommended by all bat ecologists. My understanding is the use of a breathable membrane is not a constraint of the planning process; however the conditions of a subsequent EPS licence will dictate whether a breathable membrane is required.

Mitigation and compensation measures are provided in the bat report and these have been reviewed by Natural England as part of their Discretionary Advice Service - to demonstrate to the Local Planning Authority that the mitigation is likely to be approved for an EPS licence. Natural England found the measures to be appropriate for the loss of roosting opportunity for the Natterer’s bat maternity roosts in the Black Barn, although their advice to link the two new bat lofts could not be achieved due to the listed status / historic importance of the barn. Existing access points, roosting locations, and pre-emergence flight area are to be retained, enhanced or created. Timing of works will be stipulated by the EPS licence. It is considered the loss of day roosts for the three other bat species could be adequately compensated for by minimising disturbance during construction works and by the provision of bat boxes in suitable locations within the site. Post development monitoring will be a condition of the EPS licence to demonstrate continued favourable conservation status of the bat population concerned.

With these mitigation and compensation measures in place (steered by advice from Natural England’s Discretionary Advice Service, and which will be imposed under the legal requirements of an EPS licence), I consider the LPA has sufficient

information to deal adequately with bats from a planning perspective, and can apply and satisfy the third test of the Conservation of Habitats and Species Regulations 2017 prior to determination.”

4.3.9 HCC Ecology was satisfied with the level of information that has been provided as part of the application, to ensure bats are safeguarded, and the mitigation proposed is deemed acceptable. Details will be agreed with Natural England and on submission of the required EPS licence.

4.3.10 In any event members are drawn to condition No. 27. This condition requires that no development shall commence until the local planning authority has been provided with a copy of the licence issued by Natural England. Natural England will take into consideration the three tests of the European Protected Species Mitigation outlined in the 2017 Regulations.

4.4 Conclusion

4.4.1 The NPPF contains a presumption in favour of sustainable development and there are no impacts arising from the development which can be considered significant in my view. Those which would occur can be adequately mitigated by condition. Therefore, as stated above in the planning balance (substantive report - Appendix 1), I consider there to be no sustainable planning objections and accordingly recommend that planning permission be granted for this scheme, subject to certain safeguards set out in the conditions recommended below.

5.0 Alternative Options

5.1 None applicable

6.0 Pre-Commencement Conditions

6.1 I can confirm that the applicant is in agreement with the pre-commencement conditions that are proposed.

7.0 Legal Implications

7.1 In making decisions on applications submitted under the Town and Country Planning legislation, the Council is required to have regard to the provisions of the development plan and to any other material considerations. The decision must be in accordance with the plan unless the material considerations indicate otherwise. Where the decision is to refuse or restrictive conditions are attached, the applicant has a right of appeal against the decision.

8.0 Recommendation

8.1 That planning permission be **GRANTED** subject to the 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. The development hereby permitted is limited to uses falling within use class D2 of the Town & Country Use Class Order (1987 as amended) unless approved in writing by the Local Planning Authority

Reason: To prevent deemed change of uses that may have different environmental impacts.

HIGHWAYS

4. Prior to occupation of the new proposal the highway works involving the resurfacing of the existing access shall be complete for the first 12 metres from the edge of the carriageway of Rushden Road, to the current specification of Hertfordshire County Council and to the Local Planning Authority's satisfaction. These works shall be secured and undertaken as part of the s278 works.

Reason: In the interests of highway and pedestrian safety.

5. No development shall commence until the details of siting, type and design of plugs, the energy sources and the strategy/management plan of supplying and maintaining the electric charging points to be provided in accordance with the minimum 10% of spaces to be provided with electric charging points shall be provided to the Local Planning Authority and Hertfordshire County Council for approval in writing. All electric charging points shall be installed in accordance with the approved details prior to occupation of any of the units and permanently maintained and retained.

Reason: To ensure that the development complies with the sustainable development policy requirements.

6. No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Traffic management requirements;
- c. Construction and storage compounds (including areas designated for car parking);
- d. Siting and details of wheel washing facilities;
- e. Cleaning of site entrances, site tracks and the adjacent public highway;
- f. Timing of construction activities to avoid school pick up/drop off times;
- g. Provision of sufficient on-site parking prior to commencement of construction activities;
- h. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason: In order to protect highway safety and the amenity of other users of the public highway.

ENVIRONMENTAL HEALTH

7. Prior to the first use of the events venue, the noise mitigation measures detailed in the SLR report reference 418.07763.00001.002 version 5 dated February 2018 (Sandon Bury Farm Noise Assessment), including a purpose built acoustic enclosure, shall be fully implemented. Once implemented, the scheme of measures shall be maintained in accordance with the details in perpetuity.

Reason: to protect the amenities of existing residents.

8. Prior to the installation of any fixed plant, a noise survey following the guidelines set out by BS4142:2014 shall be undertaken. This survey shall take into account all proposed fixed plant as part of the development and shall include noise control measures which should be submitted for written approval by the Local Planning Authority (LPA). No fixed plant shall be installed and operated at the site until the noise survey has been approved by the LPA. Noise mitigation measures shall be such as to achieve 5dB below existing background noise levels.

Reason: to protect the amenities of existing residents.

9. Goods vehicle deliveries and refuse vehicles shall only be permitted between 08.00hrs and 20.00hrs Monday to Friday, 08.00hrs and 18.00hrs Saturdays and no deliveries on Sundays and Bank Holidays.

Reason: to protect the amenities of existing residents.

10. Hours of use of the events venue shall only be permitted between 08.00hrs and 23.00hrs Sunday to Thursday and 08.00hrs to 00.00hrs Friday, Saturday and any day preceding a Bank Holiday.

Reason: to protect the amenities of existing residents.

11. A maximum of seventy-five (75) events (one event not exceeding 24 hrs) shall take place per calendar year with no more than three (3) events taking place per calendar week.

Reason: to protect the amenities of existing residents.

12. Amplified live and recorded music shall not be permitted to take place in the outside areas (in the open air) of the venue at any time.

Reason: to protect the amenities of existing residents.

13. A detailed lighting scheme shall be undertaken and submitted to the Local Planning Authority for approval with details of all external lighting, including lighting required for the pedestrian walkways, parking areas and security lighting and there shall be no external illumination erected, installed or operated on any part of the site other than in accordance with these approved details.

Reason: to protect the amenities of existing residents and the character of the rural area.

14. The following limits shall not be exceeded by the exterior light installations:

Sky Glow ULR (Max%) 2.5
Max light into windows Ev (lux)
07.00- 23.00hrs 5
23.00- 07.00hrs 1
Source Intensity I (kcd)
07.00- 23.00hrs 7.5
23.00- 07.00hs 0.5
Building Luminance 07.00- 23.00hrs
Average, L (cd/m²) 10

Reason: to protect the amenities of existing residents.

15. (a) A suitable environmental noise control device shall be installed in the Black Barn, calibrated and set to the satisfaction of the Local Planning Authority (LPA). The device must be set at an appropriate time in the presence of an officer of the LPA. No amplified live or recorded music shall take place in the Black Barn until this device has been installed and set in accordance with this condition.
- (b) Once the environmental noise control device has been installed, calibrated and set to the satisfaction of the LPA it must not be removed, adjusted or replaced:
- (i) without twenty-eight (28) days prior notification to the LPA and;
 - (ii) without the written consent that the removal, adjustment or replacement of the device is permitted and that documentation stating this is received from the LPA.

- (c) Following receipt of the documentation stated in (b)(ii), all the requirements of the LPA must be carried out. Use of all noise equipment for amplified live or recorded music taking place in the Black Barn is not permitted until such a time that confirmation from the LPA that it is permitted has been received.
- (d) In the event of a malfunction of the environmental noise control device, the LPA shall be notified within two (2) working days of the problem and the remedial action proposed. No amplified live or recorded music shall take place in the Black Barn until the environmental noise control device is properly functioning and, if appropriate, has been reset, calibrated and set to the satisfaction of the LPA and/or the LPA has received and approved the necessary documentation confirming this.
- (e) The environmental noise control device shall be secured in a manner approved by the LPA so as to prevent unauthorised access to and tampering with the controls.
- (f) All noise equipment used for amplified live and recorded music in the Black Barn must be routed through the environmental noise control device and this device must be operational during such activities.

Reason: to protect the amenities of existing residents and the character of the rural area.

ENVIRONMENTAL HEALTH (contamination/air quality)

- 16. Prior to the commencement of the permitted activity the venue shall incorporate Electric Vehicle (EV) ready charging points sufficient to serve:
 - one staff car parking bay within the courtyard and
 - two car parking bays for guests, within the guest parking area

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality.

- 17. Prior to the commencement of development, full details of the on-site storage facilities for commercial waste, including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins, or any other means of storage will be stationed and the specific arrangements to enable collection from within 10m of the kerbside of the adopted highway/ refuse collection vehicle access point and, the arrangements for the disposal of waste shall be provided and shall include provision for a minimum of 50% recycling/organic capacity. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason - To protect the amenities of nearby residents/occupiers and in the interests of visual amenity, source segregation of waste in accordance with pre-treatment regulations.

LLFA

18. The development permitted by this planning permission shall be carried out in accordance with the approved FRA carried out by Flood Risk Assessment and Preliminary Drainage Strategy carried out by CTC Infrastructure reference 2017-C-252 dated April 2017, submitted and the following mitigation measures detailed within the FRA:
 1. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
 2. Limiting the surface water run-off generated by the 1 in 100 year + climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.

Reason: To reduce the risk of flooding to the proposed development and future occupants. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

19. No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The scheme shall also include;
 1. Detailed engineered drawings of the proposed SuDS features including their, location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance climate change event.
 2. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

LANDSCAPE

20. The landscape details to be submitted and approved in writing prior to commencement and shall include the following:
 - a) which, if any, of the existing vegetation is to be removed
 - b) what new trees, shrubs, hedges and grassed areas are to be planted, together with the species proposed and the size and density of planting
 - c) the location and type of any required acoustic fences or other means of enclosure and any hardscaping proposed

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

21. The approved details of landscaping shall be carried out before the end of the first planting season following the completion of the development, whichever is the sooner; and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced during the next planting season with others of similar size and species, unless the Local Planning Authority agrees in writing to vary or dispense with this requirement.

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

22. The landscaping scheme approved in accordance with condition 20 will be carried out and completed in full prior to the first occupation and use of the site for an event.

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

23. No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme and methodology of site investigation and recording as suggested by the evaluation
3. The programme for post investigation assessment
4. Provision to be made for analysis of the site investigation and recording
5. Provision to be made for publication and dissemination of the analysis and records of the site investigation
6. Provision to be made for archive deposition of the analysis and records of the site investigation
7. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

Reason: to provide properly for the likely archaeological implications of this development proposal.

24. The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition (22)

Reason: to provide properly for the likely archaeological implications of this development proposal.

25. The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (22) and the provision made for analysis and publication where appropriate.

Reason: to provide properly for the likely archaeological implications of this development proposal.

26. No development shall take place until details of fire hydrants or other measures to protect the development from fire have been submitted to and approved in writing by the Local Planning Authority. Such details shall include provision of the mains water services for the development whether by means of existing water services, new mains or extension to or diversion of existing services where the provision of fire hydrants is considered necessary. The proposed development shall not be occupied until such measures have been implemented in accordance with the approved details.

Reason: To ensure that the necessary infrastructure for the development is in place and to meet the requirements of the fire authority.

ECOLOGY

27. No development shall commence until the local planning authority has been provided with a copy of the licence issued by [the relevant licensing body] pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2010 authorising the specified activity/development to go ahead. All mitigation and compensation measures will be fully installed prior to occupation and retained as such thereafter.

Reason: To ensure compliance with the Conservation of Habitats and Species Regulations 2017 and to ensure biodiversity is conserved and enhanced in accordance with NPPF.

Proactive Statement:

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1. HIGHWAY INFORMATIVES

Hertfordshire County Council (HCC) recommends inclusion of the following highway informative to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980: Works to be undertaken on the adjoining highway shall be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication Roads in Hertfordshire Highway Design Guide. Before proceeding with the proposed development, the applicant shall use the HCC website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/businessand-developer-information/development-management/highways-development> or call on 0300 1234 047 to obtain the

requirements for an appropriate highway agreement for the associated access works as part of the development. This should be carried out prior to any development work is carried out.

Reason: To ensure that work undertaken on the highway is constructed to the current Highway Authority's specification, to an appropriate standard and by a contractor who is authorised to work in the Public Highway. 2. Prior to commencement of the development the applicant is advised to contact the North Herts Highways Network Team [NM.North@hertfordshire.gov.uk] to arrange a site visit to agree a condition survey of the approach of the highway leading to construction access likely to be used for delivery vehicles to the development. Under the provisions of Section 59 of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of traffic associated with the development considering the structural stability of the carriageway. The County Council may require an Officer presence during movements of larger loads, or videoing of the movements may be considered.

2. LLFA INFORMATIVES

For further information relating to ordinary watercourse consents, please visit our Ordinary Watercourse Webpage on the link below; www.hertfordshire.gov.uk

<https://www.hertfordshire.gov.uk/services/recycling-waste-andenvironment/water/flooding-in-hertfordshire/managing-the-threat-and-impact-offloods/ordinary-watercourses/ordinary-watercourses.aspx>

3. ENVIRONMENTAL HEALTH INFORMATIVES

During the demolition and change of use phases the guidance in BS5228-1:2009 (Code of Practice for noise Control on construction and open sites) should be adhered to. During the demolition and change of use phases no activities should take place outside the following hours: Monday to Friday 08:00-18:00hrs; Saturdays 08:00- 13:00hrs and Sundays and Bank Holidays: no work at any time.

Prior to the commencement of demolition of the existing buildings, a survey should be undertaken in order to identify the presence of asbestos containing materials. Any asbestos containing materials should be handled and disposed of appropriately. Where necessary this should include the use of licensed contractors and waste disposal sites licensed to receive asbestos.

EV Charging Point Specification:

Each charging point shall be installed by an appropriately certified electrician/electrical contractor in accordance with the following specification. The necessary certification of electrical installation should be submitted as evidence of appropriate installation to meet the requirements of Part P of the most current Building Regulations. Cable and circuitry ratings should be of adequate size to ensure a minimum continuous current demand for the vehicle of 16A and a maximum demand of 32A (which is recommended for Eco developments)

A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed termination point within a garage or an accessible enclosed termination point for future connection to an external charge point.

- o The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF).
- o If installed in a garage all conductive surfaces should be protected by supplementary protective equipotential bonding. For vehicle connecting points installed such that the vehicle can only be charged within the building, e.g. in a garage with a (non-extended) tethered lead, the PME earth may be used. For external installations the risk assessment outlined in the IET code of practice must be adopted, and may require additional earth stake or mat for the EV charging circuit. This should be installed as part of the EV ready installation to avoid significant on cost later.

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

- o Paragraph 120 of the NPPF which refers to the effects (including cumulative effects) of pollution on health, the natural environment or general amenity.
- o The aim of Section 4 'promoting sustainable development' of the NPPF, which includes in paragraph 35 'developments should be designed where practical to incorporate facilities for charging plug-in and other ultra low emission vehicles'.
- o HCC Local Transport Plan (LTP3) 2011-2031 which includes an aim 'to reduce transport's own contribution to greenhouse gas emissions and improve its resilience'.
- o It is consistent with the approach specified in the NHDC Air Quality Planning Guidance Document, which is referenced within the current consultation version of the Local Plan.
- o Reflects the limited options available for travel to the site by foot, cycle and public transport, by providing a more sustainable means of traveling to the site by private car.

4. ECOLOGY INFORMATIVE

The demolition or renovation of buildings, and the removal or severe pruning of trees should be avoided during the bird breeding season (March to August inclusive [Natural England]) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than 3 days in advance of works by a competent Ecologist and if active nests are found, the location should be cordoned off (minimum 4m buffer) until the end of the nesting season or until the birds have left the nest.

Any existing trees (including the roots and overhanging branches) that are remaining on or adjacent to the site should be protected from damage. Protection barriers and/or a no-dig policy may be required.

Any external lighting scheme should be designed to minimise light spill, in particular directing light away from the boundary vegetation to ensure dark corridors remain for use by wildlife as well as directing lighting away from potential roost / nesting sites.

New trees and shrubs should be predominantly native species, particularly those that bear blossom, fruit (berries) and nectar to support local wildlife; and night flowering plants to attract insects and increase foraging opportunities for bats. Where non-native species are used they should be beneficial to biodiversity, providing a food source or habitat for wildlife.

9.0 Appendices

- 9.1 Appendix 1 – Committee Report – 20th September 2018
- 9.2 Appendix 2 – route maps – A10/A505

**REPORT CONSIDERED BY THE PLANNING CONTROL COMMITTEE
ON 20 SEPTEMBER 2018**

ITEM NO:	
<u>Location:</u>	Sandon Bury Farm Sandon Hertfordshire SG9 0QY
<u>Applicant:</u>	Sandon Bury Farm Ltd
<u>Proposal:</u>	Diversification of Sandon Bury Farm to provide an events venue and guest accommodation, comprising demolition of existing modern buildings within the Sandon Bury Farm complex, change of use of existing buildings from agricultural uses to an events venue, guest accommodation and alterations to listed and non-listed buildings (Black Barn, grain store and hay barn).
<u>Ref. No:</u>	18/00584/FP
<u>Officer:</u>	Melissa Tyler

Date of expiry of statutory period: September 28

Reason for Delay

Extension of time to allow for further supporting documentation and consultation responses from Statutory Consultees.

Reason for Referral to Committee

Councillor Jarvis has requested to called this application in for public interest reasons

1.0 Site History

1.1 14/02529/1PRE Change of use of agricultural barn to events venue

1.2 17/01315/1 Diversification of Sandon Bury Farm to provide a wedding venue, comprising the demolition of two existing concrete barns and the erection of a new building and conversion and extension work to the Hay Barn and Centre Barn to provide facilities to serve the wedding venue (use class D2), change of use and conversion of Sandon Bury Farmhouse, the Coach House and Dovecote to provide overnight event accommodation (use class C1), and provision of associated car parking and reinstatement of vehicular access. **WITHDRAWN**

- 1.3 **17/01316/1LB** Internal alterations to Sandon Bury Farmhouse (grade II* listed), refurbishment of the Black Barn (grade II* listed) to include overcladding, acoustic insulation work and alterations to existing openings, internal and external alterations to the Dovecote (grade II listed) including the provision of a new roof, and internal and external alterations to the Coach House/Garage Barn (grade II listed) including new and infilled window and door openings **WITHDRAWN**

Reason for the above applications were withdrawn:

“The applicants are acutely aware that the proposals have generated considerable public interest – both in support and in objection – and we have responded to the various responses that have been received from technical consultees during the course of the applications. To this end, revisions have been made to the scheme to ensure suitable access arrangements and the provision of an appropriate mitigation scheme for protected species, along with providing clarification relating to acoustics.”

- 1.4 **18/00585/LBC** Internal Alterations to Sandon Bury Farmhouse (grade II* listed). Refurbishment of the Black Barn (grade II* listed) to include overcladding, acoustic insulation work and alterations to existing openings. New building (Grainstore Barn) abutting northeast gable end of Black Barn. Link extension between Black Barn and Centre Barn. Alterations to Hay Barn and extension thereof to form covered entrance loggia. Internal and external alterations to the Dovecote (grade II listed) including the provision of a new roof. Internal and external alterations to the Couch House/garage Barn (grade II listed) **TO BE DETERMINED ALONGSIDE THIS APPLICATION**

2.0 **Policies**

National Planning Policy Framework (July 2018):

In general and with regard to:

Section 6 – Building a strong, competitive economy

Section 8 - Promoting healthy communities

Section 9 - Promoting sustainable transport

Section 12 – Requiring good design.

Section 15 - Conserving and enhancing the natural environment

Section 16 – Conserving and enhancing the historic environment

Specifically paragraphs 83, 127, 184-85, 192-93

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

Policy 6 - Rural Areas beyond the Green Belt

Policy 7 – Selected Villages

Policy 14 – Nature Conservation;

Policy 21 - Landscape and Open Space Patterns in Towns

Policy 25 - Re-use of rural Building

Policy 55 – Car Parking (SPD Car parking);

North Hertfordshire District Council Proposed Submission Local Plan 2011 – 2031

Policy SP1 Sustainable development in North Hertfordshire
Policy SP2 Settlement hierarchy (Cat A)
Policy SP6 Sustainable transport
Policy SP9 Design and sustainability
Policy SP12 Green Infrastructure, Biodiversity and Landscape
Policy SP13 Historic environment
Policy CGB4 Existing rural buildings
Policy T1 Assessment of transport matters
Policy T2 Parking
Policy D1 Sustainable design
Policy D3 Protecting living conditions
Policy D4 Air quality
Policy NE1 Landscape
Policy NE8 Sustainable drainage systems
Policy NE11 Contaminated land
Policy HE1 Designated heritage assets
Policy HE4 Archaeology

3.0 Representations

Statutory Consultees (full details of all representations can be found in full on our website)

3.1 Sandon Parish Council

Objection relating to the key concerns:
Highway and traffic issues -
No public transport
Access is now in the village
Car park – potential overspill and conflict with farm buildings
Noise
Ecology -
Impact on Bats
Drains -
Foul drainage is an issue
Breach of village boundary
Trees – report incomplete
Social and Economic benefits -
Little social benefit concerns of jobs
Local support – unpopular in the village

3.2 Conservation and Listed Building Officer

Raise **NO OBJECTION** on the basis that the proposal would meet the aims of Policy HE1: Designated Heritage Assets of the North Hertfordshire District Local Plan 2011-2013 Proposed Submission October 2016 and the aims of Section 16 of the NPPF.

(Note: Conditions have been proposed under the listed buildings application 18/00585/LBC)

3.3 Hertfordshire Highways

HCC as Highway Authority has considered that the proposal is of a low scale development. They are satisfied that the additional traffic generated can be accommodated within the highway network for a S2 standard carriageway such as Rushden Road, this is based upon guidance of recommended flow ranges for new rural road links, and as such HCC considers that the new development link operates within the range of its reserve capacity

No objection subject to conditions and recommended informative

3.4 Environmental Health – Noise

No objection subject to conditions and recommended informative

Please find full representation as Appendix 2 of this report.

3.5 Environmental Health – Contamination and air quality

Land Contamination:

The information submitted and the limited information available within the EP Team files indicates a low likelihood of environmental risk from ground contamination, although the previous farmyard land use and brownfield nature means that it can't be ruled out. Nevertheless, the proposed non-residential land use means that there is no requirement for a specific land contamination condition to be included on any planning permission.

Local Air Quality / Sustainable Transport:

An approach to considering the impact of a development on air pollution and the potential mitigation of such is now in place in the form of the air quality planning guidance that can be found at

<http://www.north-herts.gov.uk/home/environmental-health/pollution/air-quality/air-quality-and-planning>

Application of the guidance to a development of this scale and location defines the site as being a MINOR scale development and so the minimum local air pollution mitigation is recommended. It is considered that the inclusion of condition is justified

3.6 HCC Historic Environment Advisory Team

Conditions have been recommended as the position of the proposed development is such that it should be regarded as likely to have an impact on heritage assets of archaeological interest

3.7 HCC Ecology

Satisfactory information has been provided as part of the application to ensure bats are safeguard and mitigation/compensated for and that the LPA can apply and satisfy the Habitat Regulations prior to determination. Details will be agreed with natural England and the required EPS licence.

Informative has been recommended.

3.8 Herts and Middlesex Wildlife Trust

The ecological report contains an opinion from the Natural England discretionary advice service which considers the report to provide sufficient information to enable a planning decision to be made, and that if actioned would provide adequate compensation for the impacts on bat roosts. In order to ensure that the development proceeds in accordance with the report and the legislation, the inclusion of the recommended condition (derived from BS 42020) is required

3.9 Historic England

Do not wish to comment. Advise to seek advice from specialist conservation and archaeological advisers

3.10 Waste

Condition recommended – requesting for full details of the on-site waste storage facilities to be submitted and agree to in writing

3.11 LLFA

No objection in principle on flood risk grounds and advise the LPA that the proposed development site can be adequately drained and mitigate any potential existing surface water flood risk. Conditions have been recommended

3.12 HCC Fire & Rescue

Seek the provision of fire hydrant(s). All developments must be adequately served by fire hydrants in the event of fire. The County Council as the Statutory Fire Authority has a duty to ensure fire fighting facilities are provided on new developments.

In the absence of a S106 a condition has been included

Non-Statutory consultees

3.13 British Horse Society

Objections to proposal due to potential conflict with Horse users on highway

3.14 Historic Houses Association

As a member of the Historic Houses we are writing to support the applications on the grounds that it will support the long term sustainability of the Sandon Bury Manor a Grade II listed building and Black Barn, also II*.*

We have examined and support the detailed heritage statement prepared by Hayson Ward Miller on the proposal which outlines grounds why this application should be approved. Over 300 historic houses are recorded in the UK as using their house, or building as a venue for private functions which include weddings. In the great majority of situations this use causes little inconvenience to neighbours which is often the main source of objection to the proposal; but the potential issues need to be managed in the design and building works. Increase in vehicles can often be overstated as many guests share cars, or use taxi's, while arrival of guests is usually within a short period, departure is staggered over an evening and the end of the event agreed as midnight. Noise for the building can also be managed by use of insulating material, measurement of decibels including automated shut down of music. Concerns of the local authority can be mitigated by the use of planning conditions, regarding capacity, number of events and construction.

3.15 The Country Land and Business Association (CLA)

Supports the application.

The conversion of these barns to an alternative use has been well thought out by the applicants and their professional advisers and we are confident that the proposal comprises a sympathetic design for the heritage assets whilst creating a unique event venue. We therefore consider that the development of this site and the plans to diversify into this niche market of the events sector will enable this established agricultural business to secure its viability through a well thought out diversification project. This will allow the farm to make a vital contribution to the local economy

3.16 Sandon Conservation Group

Proposal is not sympathetic to the conservation area or heritage assets

Impacts biodiversity

Car park encroaches on landscape conservation area – adverse effect on visual amenity

Removal of trees

Impacts on Icknield and Hertfordshire Ways

Removal of vegetation to create visibility splays

Impact on bats

Noise – concerns with methodology of noise report

Traffic issues and noise

Light pollution

Lack of social, and environmental and economic benefits

3.17 Sandon Action Group (SAG)

Highways and traffic

Noise and disturbance

Impact on the significance of heritage assets

Impact on biodiversity

Impact on character and appearance of the area

Economic sustainability

3.18 Neighbours (all representations can be found in full on our website)

At time of writing this report:

Numbers of comments received - 340

Number of objections – 202

Number of Support – 135

Main themes of objections include:

Highway impact and safety from additional traffic generation
Access to site is now within the village
No public transport to village
Noise impacts of events on neighbouring residential uses
Light pollution
No benefits to village
Outside settlement boundary
Unsuitable location
Parking clashes with farm buildings
Loss of amenity for neighbouring properties and village resident
Ecology impacts – Bats and other wildlife
Impacts on other highway users – horses, cyclists, walkers and vehicles
Number of events - too many

Petition submitted (some duplicate representations)

Main themes of support

Farm diversification
Supporting rural economy
Jobs for local people and businesses
More people can enjoy the heritage assets
Sandon is a diminishing village – lost shop/pub/businesses
Policy compliant
Sympathetic proposal to heritage assets
Show great sensitivity towards the village through plans
Safeguard heritage assets for future generations
Removal of post war structures will enhance heritage assets

4.0 Planning Considerations

4.1 Site and Surroundings

- 4.1.1 Sandon Bury Farm has been under the ownership of the applicant's family since the mid-19th Century and includes a number of historic buildings. The Bury is currently the family home and farm office for the working farm. As stated in the DAS, for the last few years the farm has not been economically viable and has needed subsidy from other sources of income in order to keep operating and to fund the maintenance of the listed buildings.
- 4.1.2 Sandon Bury is located on the edge of the settlement within the designated boundary of Sandon. It is located within the Conservation area. All Saints Church (Grade I Listed) is located to the north of the site situated behind the House and coach-house.
- 4.1.3 There are a number of listed buildings within the site and part of the proposal subject to this application.
- 4.1.4 The house was built in 1661 and extended in the 19th century and is a Grade II* listed building.

- 4.1.5 Former stables Grade II, coach-house and dwelling, now outbuilding and garage. Late C17, altered and extended in C20. Red brick, some weatherboarding.
- 4.1.6 Dovecote, Grade II - now garage. Late C17. Red brick, corrugated roofing. Square on plan. Plinth. Side away from road has a door with an upper blocked segmental brick arch under a stepped up plat band. Opposite side has plat band stepped up over blocked vertical oval opening. Shallow pitched gable ends with plat bands stepped up over blocked vertical oval openings. End away from house has inserted double doors. Interior: brick cotes with ledges intact on one side
- 4.1.7 Black barn – Grade II* - Aisled barn. C14 or earlier. Altered late C17 and C19. Timber frame, rendered brick base. Weatherboarded and red brick clad. Slate roof. 6 bays with a shorter bay to end nearest road. End wall facing road is C17 brick with plinth
- 4.1.8 Barley Barn – Grade II - Aisled barn. Late C17 or C18. Timber frame on part rendered brick base. Weatherboarded. Corrugated sheet roofing. 7 bays with aisles continuing at ends.

4.2 Proposal

- 4.2.1 Development seeks permission for the proposed diversification of Sandon Bury Farm to create an events venue with guest accommodation. The maximum number of events has been proposed at 75 per calendar year (events such as weddings, family functions and other small scale events). The proposed events space will have provision for up to 150 guests.
- 4.2.2 Proposed permanent staff numbers at the venue will be approximately 3 full time and 3 part time. On an event for 150 guests an additional 22 staff would be employed on site per event.
- 4.2.3 The elements of this application have been broken down into the different physical components of the site for ease of understanding (See Appendix 1 for plan of site and location of barns/buildings -extract from the Design and Access Statement page 3)

1. Sandon Bury – Conversion and change of use to guest accommodation and smaller events venue. There are 6 double bedrooms to be used for guests.

2. Black Barn – Conversion and change of use to an events venue. Insertion of a new purpose built freestanding acoustic enclosure to contain amplified music and dancing. The dining capacity is set for a maximum of 150 guests. Includes new bat lofts in western and eastern roof bays. The barn will have an over-cladding of the external envelope to improve acoustic isolation.

3. Dovecote – Conversion of the existing barn storage to guest accommodation. This will have one bedroom for 2 guests (Honeymoon Suite). The existing dovecotes are to remain in tack and exposed as a design feature. Permission is also sought for the rebuilding of original pyramid roof and remove the modern pitched roof structure.

4. Coach House and garage – Conversion to housekeeper accommodation. Including a store, laundry and administration office and reception.

5. Modern grainstore – The existing pre-cast concrete grain store will be demolished. This will be replaced with a new barn structure to facilitate the toilets and a space for the wedding ceremonies. The footprint and roofline have been design to relate to the listed Black Barn that it will attach onto. An entrance will be provided on the north elevation.

6. Modern fertiliser barn – to be demolished. This newly made space will recreate a historic courtyard framed by the replacement grainstore building (No.5) an open-fronted Hay Barn (No. 8), the Barley Barn (No. 9) and an extended Centre Barn (No. 7)

7. Centre Barn - Extension to the existing barn to facilitate a guest spa and studio space, a kitchen and, staff facilities

8. Hay Barn – This barn is to be retained. This will be open-fronted with an enclosed south bay which will provide a bat emergence zone adjacent to the Barley barn.

9. Barley Barn – This listed barn is to be retained – No development to this listed barn has been included as part of this application

10. Lower Barn – to be retained. Will contain waste facilities and office. This is adjacent to the service yard that will provide coach turning and embarkation and staff car parking.

11. Modern Agricultural sheds – to be retained and are part of the existing and continuation of the Farm business.

Access and Parking Area – Access to the site will be from the existing access which facilitates the House and the working farm. Parking for the House will accommodate 7 parking spaces with the majority of parking located around the existing farm buildings. 68 parking spaces will be provided for the event venue. An element of disabled parking has been provided. 14 staff parking spaces are located within the service yard. Coach turning area is also located within the service yard next to the proposed courtyard. Access from the car park to the venue will be accessed through the Barley Barn.

4.3 Key Issues

4.3.1 The key planning considerations have been divided into the following headings:

- Principle of development – policy compliance
- Planning issues – discussing the harm and benefits of each issue
- Planning balance

Principle of development

4.3.2 The National Policy Framework will frame the overarching policy context for determining this application. A revised version was adopted in July this year. Given the advanced stage of the emerging local plan, I consider that some weight can now be attached to the Submission Plan. In doing so I am mindful of the advice in paragraph 213 of the NPPF in terms of weight that can be applied to saved policies. Paragraph 213 states that ***due weight should be given to existing policies according to their degree of consistency with the NPPF (the close the policies in the Saved Plan to the policies in the NPPF, the greater the weight that may be given).***

- 4.3.3 In considering whether an events venue with guest accommodation on this site is acceptable, regard must be had to the location of the site. Sandon village is classed as a Selected Village beyond the Green Belt (Saved Policy 7) and the site is also classed as a Category A village as identified in the emerging local plan (Policy SP2; Settlement Hierarchy). Both policies states that **general development will be allowed within the defined settlement boundary**. Sandon Bury is located within the settlement boundary as shown on the proposals map. A very small section of the proposed car park (along the southern boundary) is located just outside the settlement boundary. It is proposed that a new hedgerow and tree line is to be planted to create a defined boundary to the south edge of the car park and to safeguard the open countryside at this point.
- 4.3.4 Policy 7 of the Saved Local Plan states that that development within the village boundary would normally be permitted where development involves retaining and improving an existing building which contributes to the character or visual quality of the village and would maintain or enhance the character of the conservation area. It is my opinion and that of the Conservation Officer that the development, as amended, would create a positive contribution especially with the removal of two modern agricultural building and the erection of a well designed barn and extension to an existing barn that would complement the listed buildings and allow for the creation of a traditional historic courtyard that would better enhance the context of listed buildings and their surroundings.
- 4.3.5 It is acknowledged that the proposed scheme would significantly change the use of the site described above. National Policy is strongly in support of the sustainable growth and the expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings. Paragraph 83 of the NPPF states that decisions should enable:
- a) ***the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;***
 - b) ***the development and diversification of agricultural and other land-based rural businesses;***
 - c) ***sustainable rural tourism and leisure developments which respect the character of the countryside***
- 4.3.6 This sentiment is echoed in Policy 25 of the saved local plan for the Re-use of Rural Buildings. This states that ***the re-use of rural buildings for commercial, industrial, or recreational purposes will be permitted provided that:***
- a. ***the form, bulk and general design of the building are in keeping with***
 - b. ***the building has not become so derelict that it could be brought back into use only be complete or substantial reconstruction;***
 - c. ***the new use will not have an adverse effect on the environment or on highway safety.***

4.3.7 Representations were received from The Country Land and Business Association (CLA) whom are a leading authority on the rural economy. The CLA state that **“the development of this site and the plans to diversify into this niche market of the events sector will enable this established agricultural business to secure its viability through a well thought out diversification project. This will allow the farm to make a vial contribution to the local economy”**.

4.3.8 The NPPF recognises the importance of diversification projects to the viability of the rural economy as a significant source of employment and in supporting the prosperity of rural communities. These are **social** and **economic** benefits. Paragraph 4.35 of the emerging local plan also encourages rural business within Category A villages.

4.3.9 Despite this positive policy backdrop, there are, however, other considerations that must be taken into account for the development to be wholly acceptable in principle.

4.3.10 Given the scheme includes a number of listed buildings and that the Bury is located within the Sandon Conservation Area the proposed development will affect heritage assets. Paragraph 184 of the NPPF states that **heritage assets are an irreplaceable resources, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations** (this is echoed by the Planning (Listed Buildings and Conservation Areas) Act 1990).

4.3.11 The framework continues with paragraph 185 which states that decisions:

Should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. LPAs should take into account:

- a) **The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation**
- b) **The wider social, economic and environmental benefits that conservation of the historic environment can bring**
- c) **The desirability of new development making a positive contribution to local character and distinctiveness**

4.3.12 Paragraph 192 of the NPPF states that

In determining planning applications, LPAs should take account of:

- a) **The desirability of sustaining and enhancing the significance of heritage asset and putting them to viable uses consistent with their conservation**
- b) **The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and**
- c) **The desirability of new development making a positive contribution to local character and distinctiveness**

4.3.13 Paragraph 193 states ***that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset. The greater the weight should be).***

4.3.14 Having established that the proposed development would result in less than substantial harm to designated heritage assets this, harm should be weighed against any public benefits arising from the development in accordance with paragraph 196 of the NPPF.

Planning Issues

4.3.15 The following section discusses the planning issues that are relevant to this proposed scheme. I have separated the key issues into seven sections, whereby I will discuss both the harm and benefits and conclude with a separate planning balance:

- Intensification and scale of use
- Design and impact on the character and appearance of the site and surrounding area
- Heritage Assets and archaeology
- Environmental Issues including noise, odour, light, contamination and waste
- Highways, access and parking
- Ecology - bats
- Landscaping

Intensification and scale of use

4.3.16 The proposed scheme and scale of events has been significantly reduced from the previous withdrawn scheme. A maximum of 75 events will take place per calendar year with a maximum guest capacity of 150 guests.

4.3.17 This scale of use would occasion a change in the way the site is used and perceived as compared with its use for agriculture or other enterprises which would occupy the site mainly during the day. This said the level of use is not in my view inconsistent with many rural event / wedding venues and on this basis I consider that it is acceptable subject to the authority being satisfied that there are no external impacts associated with this level of use such that would give rise to unneighbourly conditions – principally noise and traffic.

Design and impact on the character and appearance of the site and surrounding area

4.3.18 As noted, the site is situated within a designated conservation area and the site contains a number of listed buildings. Paragraph 127 of the NPPF states that

Planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development***
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping***
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change***

- 4.3.19 The proposed development includes the demolition of a modern concrete grain store and modern fertiliser Barn in the courtyard which are no longer in agricultural use and would be replaced with a new timber-boarded barn that would compliment and enhance the surrounding listed buildings. The proposal also includes the conversion and extension of existing barns and outbuildings to incorporate the proposed use and provide a courtyard area. All of the proposed buildings would be finished with timber boarding to match the existing barn buildings. These proposals would improve the functionality of the existing barns and improve the layout by reintroducing a courtyard element.
- 4.3.20 The listed dovecote's roof is proposed to be restored to its original design – with a plain tile pyramidal roof and oak framed glazed clerestory. Currently the existing dovecote has a modern low-pitched corrugated roof and modern garage doors that disguise the former historical use of the building as a dovecote. The located of the dovecote is a prominent location at the front of the site next to the main access will provide a gateway into the site and the proposed changes will enhance the site significantly in my view.
- 4.3.21 I consider that each of the proposed buildings would be of a suitable design and would certainly represent a significant improvement on the appearance of the existing listed buildings on site and is compliant with the NPPF as stated above.
- 4.3.22 In conclusion, I am of the view that the proposed development would not harm the character and appearance of the site or the surrounding area and so would be acceptable in this regard.

Heritage Assets and archaeology

- 4.3.23 The proposed scheme involves a number of alterations, conversions and new buildings within the curtilage of the listed buildings within the Bury site. This manorial group is of national significance and the grade II* listed building possess exceptional architectural and historic interest. The proposals would facilitate the use of Sandon Bury Farm as an event and guest accommodation venue. The key issues are to assess the impact of the proposal in terms of their direct impact upon the building to which the works relate and in the case of external works, the impact upon the setting of other listed buildings in the group and upon the character and appearance of the Sandon Conservation Area.
- 4.3.24 The Conservation and Listed Buildings Officer concludes the following in terms of the proposed scheme:

***“It is considered that this is a generally well-conceived proposal that pays sufficient regard to a particularly important group of listed and curtilage-listed buildings and would ensure that these Designated Heritage Assets are put to a viable use which is consistent with their conservation (para 131, NPPF). In supporting this proposal, I have given great weight to the conservation of these Heritage Assets (para 132, NPPF). I consider that the development proposals will lead to some harm, however, this would be less than substantial harm to the significance of Designated Heritage Assets. The degree of harm should be weighed against the benefits of retaining these buildings within one ownership and one use which would secure, as far as is possible, a use which is viable*”**

(para 134). It is difficult to determine whether the proposal would, in fact, be the optimum viable use.

The removal of the Fertiliser Barn will satisfy the aims of para 137, NPPF i.e. would enhance the setting and better reveal the significance of nearby heritage assets. It would be a fair comment to say that had Barns 1 & 2 on drawing no. EX06 also been proposed to be demolished then the aims of para 137 would have been more or less met in full. In concluding that there would be an element of harm arising from the proposal, it may be said that the proposals would be contrary to the provisions of Sections 16 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, however, this is clearly a paragraph 134 case.

I have taken a similar approach to that when commenting on a similar scheme at Redcoats Farmhouse and barns, Little Wymondley where a recently implemented hotel scheme has resulted in a new use for barns considered to be 'At Risk'. In my opinion, the proposal would result in some public benefit by securing a long term viable use for this important group of Heritage Assets and the wider setting of the listed building and indeed the character and appearance of the Sandon Conservation Area would not, in my opinion, be adversely affected by the use proposed to warrant an objection.

I, therefore, raise NO OBJECTION on the basis that the proposal would meet the aims of Policy HE1 : Designated Heritage Assets, of the North Hertfordshire District Local Plan 2011-2031 Proposed Submission October 2016 and the aims of Section 12 of the NPPF. As stated at 5.0 of the Heritage Statement, "...The stewardship of both historic agricultural buildings and the surrounding rural farming landscape is an important responsibility; the proposed development will allow the applicants to go on meeting that responsibility in the years ahead".

4.3.25 In my opinion that the proposed development would comply with both The National Policy Framework and local plan policies (current and emerging) in safeguarding and securing this historic site and preserving the significance of the heritage assets. As I have stated above, paragraph 184 of the NPPF states that ***heritage assets are an irreplaceable resources, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations"***

4.3.26 In regards to archaeological matters, the County Historic Environmental Team have recommended conditions as the position of the proposed development is such that it should be regarded as likely to have an impact on heritage assets of archaeological interest.

Environmental Issues including noise, odour, lighting, contamination and waste

Noise

- 4.3.27 One the major reasons for objection relates to noise. The Parish Council, and many objections received from the public are concerned with the level of noise from increase traffic, event noise – music etc. and people noise when leaving events. The applicant have submitted a SLR noise assessment produced by REC Ltd.
- 4.3.28 The assessment concluded that in regards to operational noise; noise from music, public address systems, people and car park activities; off site traffic noise; would result in low noise impacts and would only have a minor impact of nearby residents. It also concludes that the highest noise source would be associated with vehicle pass-by events on Rushden Road. The assessment concludes that the car-pass-by would not exceed the WHO limit of 45 dB (A).
- 4.3.29 The proposal includes a number of mitigating solutions to noise. Acoustic consultants were employed by the applicant to specify such solutions. The majority of the events will take place within the Black Barn. Overcladding of the external envelope has been proposed to improve the acoustic isolation. Also a new structurally-independent acoustic enclosure has been proposed to house all amplified music. This enclosure has been designed to provide the very highest levels of attenuation across the frequency range with lobbied entrance/exit and noise-attenuated ventilation. Acoustic fencing has also been proposed at 1.8 metres along the driveway and car park. I have recommended that a condition that will provide the details of this fencing if required. Landscaping provision along the car park southern boundary and driveway has also been proposed. This will also help screen the site and attenuate any noise from the car park to the open countryside. I have also conditioned details of the density and species of this boundary planting and a condition to safeguard this new vegetation for the first five years.
- 4.3.30 The Environmental Health Service was consulted and has submitted a comprehensive commentary including recommended conditions. (see full comments as Appendix 2) Their role is to make an objective assessment of the application. In this case, the officer considering the application has not objected but has recommended a range of conditions in order to protect the amenity of existing residents living in the vicinity. The conditions are complementary to each other and together are intended to provide effective controls to protect residential amenity. The primary focus is to ensure that any development does not adversely impact on residents.
- 4.3.31 In light of the views of the Environmental Health Officer I would conclude that with the proposal would comply with the NPPF, specifically paragraph 180 which require new development to ***“mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life”***. I would also conclude that the proposal would satisfy the emerging policy D3 ‘protecting living conditions’ which require the proposed mitigation measures to mitigate the harm to an acceptable level.

Odour

4.3.32 Details have been submitted by the applicant in regards to ventilation provision of the kitchens. The NH Environment Officer does not feel that there are any conditions needed to control odour issues ***“The only concern I have identified relating to odour is from the proposed kitchen extract ventilation system which is to serve the kitchen situated centrally within the application site. I am satisfied this is located a sufficient distance from any nearby residents so that any cooking odours will go to atmosphere before they reach said residents, even in windy conditions or during a temperature inversion. To this end, I do not consider there is a need for the planning condition requiring the approval of this system as standard filtration should be sufficient. The type of cuisine that is likely to be cooked at this venue would also not be considered high risk from an odour nuisance perspective.”***

Lighting

4.3.33 A number of representations have highlighted the issue of light pollution in relation to the use of the site as an events venue. Sandon is a rural village which has little light pollution. The applicant has stated in the DAS that outdoor lighting in the site will be limited and carefully designed to minimise light pollution. Any lighting within the courtyard will be screen by the barns. The proposal states that low level path marking in the Bury gardens and car park will be provided.

4.3.34 North Herts Environment Health Officer has recommended conditions with the following comment:

“Any new lighting installations at the application site have the potential to impact adversely upon nearby residents and cause light intrusion into windows, especially those at receptor location 5 (as detailed in the noise report). I therefore recommend that conditions are attached to any planning consent given to ensure that said lighting installations are approved by the LPA prior to them being installed and that they meet certain lighting limits as per the ILE guidance notes for the reduction of obtrusive light.”

Waste

4.3.35 The commercial bin storage facilities have been proposed in the centre Barn and any overflow in the Barley Barn. The Waste team were consulted and have recommended a condition to provide full details of the facilities to be approved by the LPA.

Drainage and Contamination

4.3.36 A Flood Risk Assessment and Preliminary Drainage Strategy were submitted as part of this application. The LLFA were consulted and stated that ***“we have no objection in principle on flood risk grounds and advise the LPA that the proposed development site can be adequately drained and mitigate any potential existing surface water flood risk.”*** Two conditions and an informative have been recommended by the LLFA.

4.3.37 The Environmental Protection Team has stated that there is a low likelihood of environmental risk from ground contamination and due to the proposed non-residential land use means that there is no requirement for a specific contamination condition to be included.

Highways, access and parking

4.3.38 It is noted that the Parish Council and the objecting neighbours have raised concerns about increased traffic generation due to the change of use to an events venue and subsequently the potential levels of vehicle activity in the village at certain times of the day/night. The highway authority has been consulted. I consider that the proposal is for a relatively modest scale of development that would not have an unreasonable impact on the safety and operation of the adjoining highway. Paragraph 109 of the NPPF, states that “**development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.**”

4.3.39 A Transport Statement was submitted as part of the application and the detail contained within the report are deemed satisfactory and have been approved by the Highways Authority.

4.3.40 The location of the parking in this application is different to the original proposed location. As part of the withdrawn application the parking was located behind the site and located beyond the village boundary. Following discussions before this current application was submitted the location of the car park was deemed more appropriate being within the site and within the designated village boundary.

4.3.41 The proposed scheme includes provision for coach drop off and pick up of guests in the lower service courtyard. A small extension to the existing hard-surfaced working farmyard is proposed. This is proposed to be screened with new hedge planting with native species to the south and east. Materials for the car park are specified as stabilised gravel.

4.3.42 The proposed scheme specifies that there will be provision for 68 car parking spaces of which 4 are disabled spaces and 14 Staff car parking spaces. Electric Charging points have been conditioned and agreed to by the applicant. Using the current parking standards of the SPD, a total of 50 spaces would be required for the maximum of 150 guests (Table 54. Page 23 - 1 space per 3 fixed seats plus 3 spaces per 4 staff Members). The scheme, would therefore be over the required standard. Paragraph 110 of the NPPF states “**that the site addresses the needs of people with disabilities and reduced mobility in relation to all modes of transport, allows for the efficient delivery of goods and access by service and emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.**”

4.3.43 There is a balance to be achieved between the need for parking spaces and their impact on the openness of the countryside. Overall, I can conclude that an appropriate balance has now been struck in this regard and that there are no sustainable objections relating to parking on highway.

Ecology

4.3.44 Concerns have been raised to the potential impact the proposed development would have on the existing ecology of the area. Proposals within the Black barn include new bat lofts in western and eastern roof bays. Also, within the Hay Barn, an enclosed bay will provide a bat emergence zone adjacent to the Barley barn. Landscaping has been proposed along the car park southern boundary to enhance biodiversity and help screen any local wildlife from the development site. Also the applicant has proposed the provision of a new screen of native trees and hedging to provide shelter bat flight corridors along the rear elevation of the Hay Barn. Having consulted HCC Ecology no objections were raised. HCC Ecology was satisfied with the level of information that has been provided as part of the application, to ensure bats are safeguarded, and mitigation/compensated is acceptable. Details will be agreed with Natural England and the required EPS licence.

Landscaping

4.3.45 A Tree Survey report has been prepared by Hayden's Arboricultural Consultants and submitted as a supporting document. This report outlines works to be undertaken to the existing trees within the site. It also outlines the root protection methodology and criteria that should be adhered to when carrying out engineering works that are in close proximity to the existing trees. Tree works including the felling of one poplar and one rowan. Three common limes and one ash tree to be felled to allow the proposed car park to be sited on the southern boundary of the site. These trees will be replaced with new native trees and hedgerows to create a defined boundary to the car park and the existing arable fields south of the proposed car park. Details of this boundary treatment have been conditioned.

4.3.46 I would therefore conclude that the proposed landscaping would be appropriate to the site and enhance the setting of the proposed scheme while providing adequate screening of the car park from the remaining open countryside, once the trees and hedgerows have matured.

Planning Balance

4.3.47 Within the preceding paragraphs I have set out the key areas of consideration and broadly concluded that, following extensive negotiation, how the current scheme is now broadly policy compliant and therefore acceptable in planning terms.

4.3.48 The proposed development site would fall within the village boundary (as proposed in the emerging local plan). Sandon is a Category 'A' village as identified in the local plan as a village within which development will be allowed. I consider that the site is a suitable and sustainable location for an events venue and guest accommodation development taking into account the above factors.

4.3.49 The proposed development would in general meet the aims of policies set out in the NPPF, and local plan.

4.3.50 In my opinion therefore the harm of the proposed events venue would not significantly or demonstrably outweigh the benefits it would deliver socially, environmentally or economically. Supporting the diversification of rural enterprise is one of the key aims of the NPPF.

4.3.51 It is acknowledged that the development proposal would result in less than substantial harm to heritage assets namely the listed Buildings and the Sandon Conservation Area. However I consider that this harm is at the lower end of the scale of less than substantial having regard to the separation of the proposed built form from the conservation area and the proposals to manage and maintain the significance of the assets. Paragraph 196 of the NPPF allows for the public benefits of the proposals to be weighed against the less than substantial harm. In this case I consider the environmental, economic and social benefits including the provision of jobs, farm diversification and the safeguarding and reuse of listed buildings would outweigh the identified harm. Overall then, I consider that the development would be in general accordance with local plan policies and the NPPF as a whole and recommend that planning permission should be granted subject to appropriate conditions.

4.4 **Conclusion**

4.4.1 The NPPF contains a presumption in favour of sustainable development and there are no impacts arising from the development which can be considered significant in my view. Those which would occur can be adequately mitigated by condition. Therefore as stated above in the planning balance, I consider there to be no sustainable planning objections to raise to the application and I recommend that planning permission be granted for this scheme, subject to certain safeguards set out in the conditions recommended below.

5.0 **Legal Implications**

5.1 In making decisions on applications submitted under the Town and Country Planning legislation, the Council is required to have regard to the provisions of the development plan and to any other material considerations. The decision must be in accordance with the plan unless the material considerations indicate otherwise. Where the decision is to refuse or restrictive conditions are attached, the applicant has a right of appeal against the decision.

6.0 **Recommendation**

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

7.0 **Appendices**

7.1 Appendix 1 – Plan of site (extract from DAS)

7.2 Appendix 2 – Environmental health Comments

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. The development hereby permitted is limited to uses falling with use class D2 of the Town & Country Use Class Order (1987 as amended) unless approved in writing by the Local Planning Authority

Reason: To prevent deemed change of uses that may have different environmental impacts.

4. HIGHWAYS

Prior to occupation of the new proposal the highway works involving the resurfacing of the existing access shall be complete for the first 12 metres from the edge of the carriageway of Rushden Road, to the current specification of Hertfordshire County Council and to the Local Planning Authority's satisfaction. These works shall be secured and undertaken as part of the s278 works.

Reason: In the interests of highway and pedestrian safety.

5. No development shall commence until the details of siting, type and design of plugs, the energy sources and the strategy/management plan of supplying and maintaining the electric charging points to be provided in accordance with the minimum 10% of spaces to be provided with electric charging points shall be provided to the Local Planning Authority and Hertfordshire County Council for approval in writing. All electric charging points shall be installed in accordance with the approved details prior to occupation of any of the units and permanently maintained and retained.

Reason: To ensure that the development complies with the sustainable development policy requirements.

6. No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Traffic management requirements;
- c. Construction and storage compounds (including areas designated for car parking);
- d. Siting and details of wheel washing facilities;
- e. Cleaning of site entrances, site tracks and the adjacent public highway;
- f. Timing of construction activities to avoid school pick up/drop off times;
- g. Provision of sufficient on-site parking prior to commencement of construction activities;
- h. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason: In order to protect highway safety and the amenity of other users of the public highway.

7. ENVIRONMENTAL HEALTH

Prior to the first use of the events venue, the noise mitigation measures detailed in the SLR report reference 418.07763.00001.002 version 5 dated February 2018 (Sandon Bury Farm Noise Assessment), including a purpose built acoustic enclosure, shall be fully implemented. Once implemented, the scheme of measures shall be maintained in accordance with the details in perpetuity.

Reason: to protect the amenities of existing residents.

8. Prior to the installation of any fixed plant, a noise survey following the guidelines set out by BS4142:2014 shall be undertaken. This survey shall take into account all proposed fixed plant as part of the development and shall include noise control measures which should be submitted for written approval by the Local Planning Authority (LPA). No fixed plant shall be installed and operated at the site until the noise survey has been approved by the LPA. Noise mitigation measures shall be such as to achieve 5dB below existing background noise levels.

Reason: to protect the amenities of existing residents.

9. Goods vehicle deliveries and refuse vehicles shall only be permitted between 08.00hrs and 20.00hrs Monday to Friday, 08.00hrs and 18.00hrs Saturdays and no deliveries on Sundays and Bank Holidays.

Reason: to protect the amenities of existing residents.

10. Hours of use of the events venue shall only be permitted between 08.00hrs and 23.00hrs Sunday to Thursday and 08.00hrs to 00.00hrs Friday, Saturday and any day preceding a Bank Holiday.

Reason: to protect the amenities of existing residents.

11. A maximum of seventy-five (75) events (one event not exceeding 24 hrs) shall take place per calendar year with no more than three (3) events taking place per calendar week.

Reason: to protect the amenities of existing residents.

12. Amplified live and recorded music shall not be permitted to take place in the outside areas (in the open air) of the venue at any time.

Reason: to protect the amenities of existing residents.

13. A detailed lighting scheme shall be undertaken and submitted to the Local Planning Authority for approval with details of all external lighting, including lighting required for the pedestrian walkways, parking areas and security lighting and there shall be no external illumination erected, installed or operated on any part of the site other than in accordance with these approved details.

Reason: to protect the amenities of existing residents and the character of the rural area.

14. The following limits shall not be exceeded by the exterior light installations:

Sky Glow ULR (Max%) 2.5

Max light into windows Ev (lux)

07.00- 23.00hrs 5

23.00- 07.00hrs 1

Source Intensity I (kcd)

07.00- 23.00hrs 7.5

23.00- 07.00hs 0.5

Building Luminance 07.00- 23.00hrs

Average, L (cd/m²) 10

Reason: to protect the amenities of existing residents.

15. ENVIRONMENTAL HEALTH (contamination/air quality)

Prior to the commencement of the permitted activity the venue shall incorporate Electric Vehicle (EV) ready charging points sufficient to serve:

- o one staff car parking bay within the courtyard
and
- o two car parking bays for guests, within the guest parking area

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality.

16. Prior to the commencement of development, full details of the on-site storage facilities for commercial waste, including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins, or any other means of storage will be stationed and the specific arrangements to enable collection from within 10m of the kerbside of the adopted highway/ refuse collection vehicle access point and, the arrangements for the disposal of waste shall be provided and shall include provision for a minimum of 50% recycling/organic capacity. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason - To protect the amenities of nearby residents/occupiers and in the interests of visual amenity, source segregation of waste in accordance with pre-treatment regulations.

17. LLFA

The development permitted by this planning permission shall be carried out in accordance with the approved FRA carried out by Flood Risk Assessment and Preliminary Drainage Strategy carried out by CTC Infrastructure reference 2017-C-252 dated April 2017, submitted and the following mitigation measures detailed within the FRA:

1. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
2. Limiting the surface water run-off generated by the 1 in 100 year + climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

18. No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The scheme shall also include;
1. Detailed engineered drawings of the proposed SuDS features including their, location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance climate change event.
 2. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

19. LANDSCAPE

The landscape details to be submitted and approved in writing prior to commencement and shall include the following:

- a) which, if any, of the existing vegetation is to be removed
- b) what new trees, shrubs, hedges and grassed areas are to be planted, together with the species proposed and the size and density of planting
- c) the location and type of any required acoustic fences or other means of enclosure and any landscaping proposed

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

20. The approved details of landscaping shall be carried out before the end of the first planting season following the completion of the development, whichever is the sooner; and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced during the next planting season with others of similar size and species, unless the Local Planning Authority agrees in writing to vary or dispense with this requirement.

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

21. The landscaping scheme approved in accordance with condition 20 will be carried out and completed in full prior to the first occupation and use of the site for an event.

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

22. No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme and methodology of site investigation and recording as suggested by the evaluation
3. The programme for post investigation assessment
4. Provision to be made for analysis of the site investigation and recording
5. Provision to be made for publication and dissemination of the analysis and records of the site investigation
6. Provision to be made for archive deposition of the analysis and records of the site investigation
7. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

Reason: to provide properly for the likely archaeological implications of this development proposal.

23. The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition (22)

Reason: to provide properly for the likely archaeological implications of this development proposal.

24. The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (22) and the provision made for analysis and publication where appropriate.

Reason: to provide properly for the likely archaeological implications of this development proposal.

25. No development shall take place until details of fire hydrants or other measures to protect the development from fire have been submitted to and approved in writing by the Local Planning Authority. Such details shall include provision of the mains water services for the development whether by means of existing water services, new mains or extension to or diversion of existing services where the provision of fire hydrants is considered necessary. The proposed development shall not be occupied until such measures have been implemented in accordance with the approved details.

Reason: To ensure that the necessary infrastructure for the development is in place and to meet the requirements of the fire authority.

Proactive Statement:

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1. HIGHWAY INFORMATIVES

Hertfordshire County Council (HCC) recommends inclusion of the following highway informative to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980:

Works to be undertaken on the adjoining highway shall be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication Roads in Hertfordshire Highway Design Guide. Before proceeding with the proposed development, the applicant shall use the HCC website

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development> or call on 0300 1234 047 to obtain the requirements for an appropriate highway agreement for the associated access works as part of the development. This should be carried out prior to any development work is carried out. Reason: To ensure that work undertaken on the highway is constructed to the current Highway Authority's specification, to an appropriate standard and by a contractor who is authorised to work in the Public Highway. 2. Prior to commencement of the development the applicant is advised to contact the North Herts Highways Network Team [NM.North@hertfordshire.gov.uk] to arrange a site visit to agree a condition survey of the approach of the highway leading to construction access likely to be used for delivery vehicles to the development. Under the provisions of Section 59 of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of traffic associated with the development considering the structural stability of the carriageway. The County Council may require an Officer presence during movements of larger loads, or videoing of the movements may be considered.

2. LLFA INFORMATIVES

For further information relating to ordinary watercourse consents, please visit our Ordinary Watercourse Webpage on the link below; www.hertfordshire.gov.uk

<https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/water/flooding-in-hertfordshire/managing-the-threat-and-impact-of-floods/ordinary-watercourses/ordinary-watercourses.aspx>

3. ENVIRONMENTAL HEALTH INFORMATIVES

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

During the demolition and change of use phases no activities should take place outside the following hours: Monday to Friday 08:00-18:00hrs; Saturdays 08:00-13:00hrs and Sundays and Bank Holidays: no work at any time.

Prior to the commencement of demolition of the existing buildings, a survey should be undertaken in order to identify the presence of asbestos containing materials. Any asbestos containing materials should be handled and disposed of appropriately. Where necessary this should include the use of licensed contractors and waste disposal sites licensed to receive asbestos.

EV Charging Point Specification:

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

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

- A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed termination point within a garage or an accessible enclosed termination point for future connection to an external charge point.
- The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF).
- If installed in a garage all conductive surfaces should be protected by supplementary protective equipotential bonding. For vehicle connecting points installed such that the vehicle can only be charged within the building, e.g. in a garage with a (non-extended) tethered lead, the PME earth may be used. For external installations the risk assessment outlined in the IET code of practice must be adopted, and may require additional earth stake or mat for the EV charging circuit. This should be installed as part of the EV ready installation to avoid significant on cost later.

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

- Paragraph 120 of the NPPF which refers to the effects (including cumulative effects) of pollution on health, the natural environment or general amenity.
- The aim of Section 4 'promoting sustainable development' of the NPPF, which includes in paragraph 35 'developments should be designed where practical to incorporate facilities for charging plug-in and other ultra low emission vehicles'.
- HCC Local Transport Plan (LTP3) 2011-2031 which includes an aim 'to reduce transport's own contribution to greenhouse gas emissions and improve its resilience'.
- It is consistent with the approach specified in the NHDC Air Quality Planning Guidance Document, which is referenced within the current consultation version of the Local Plan.
- Reflects the limited options available for travel to the site by foot, cycle and public transport, by providing a more sustainable means of traveling to the site by private car.

4. ECOLOGY INFORMATIVE

The demolition or renovation of buildings, and the removal or severe pruning of trees should be avoided during the bird breeding season (March to August inclusive [Natural England]) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than 3 days in advance of works by a competent Ecologist and if active nests are found, the location should be cordoned off (minimum 4m buffer) until the end of the nesting season or until the birds have left the nest.

Any existing trees (including the roots and overhanging branches) that are remaining on or adjacent to the site should be protected from damage. Protection barriers and/or a no-dig policy may be required.

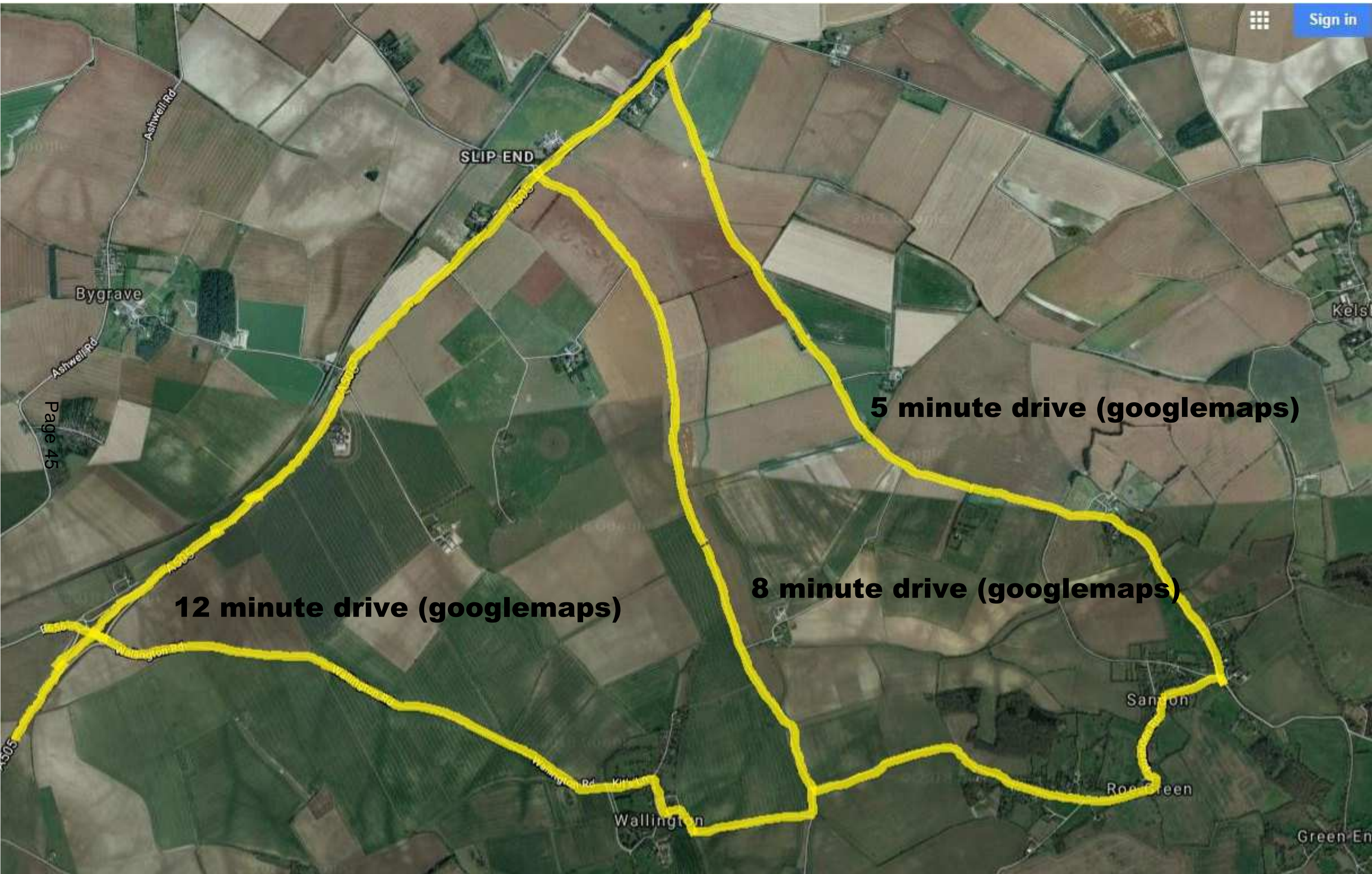
Any external lighting scheme should be designed to minimise light spill, in particular directing light away from the boundary vegetation to ensure dark corridors remain for use by wildlife as well as directing lighting away from potential roost / nesting sites.

New trees and shrubs should be predominantly native species, particularly those that bear blossom, fruit (berries) and nectar to support local wildlife; and night flowering plants to attract insects and increase foraging opportunities for bats. Where non-native species are used they should be beneficial to biodiversity, providing a food source or habitat for wildlife.

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Sign in



SLIP END

Bygrave

Kels

5 minute drive (googlemaps)

12 minute drive (googlemaps)

8 minute drive (googlemaps)

Samton

Roe Green

Wallington

Green En

Page 45

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Sandon

Roe Green

Green End

Mill End

















Busland

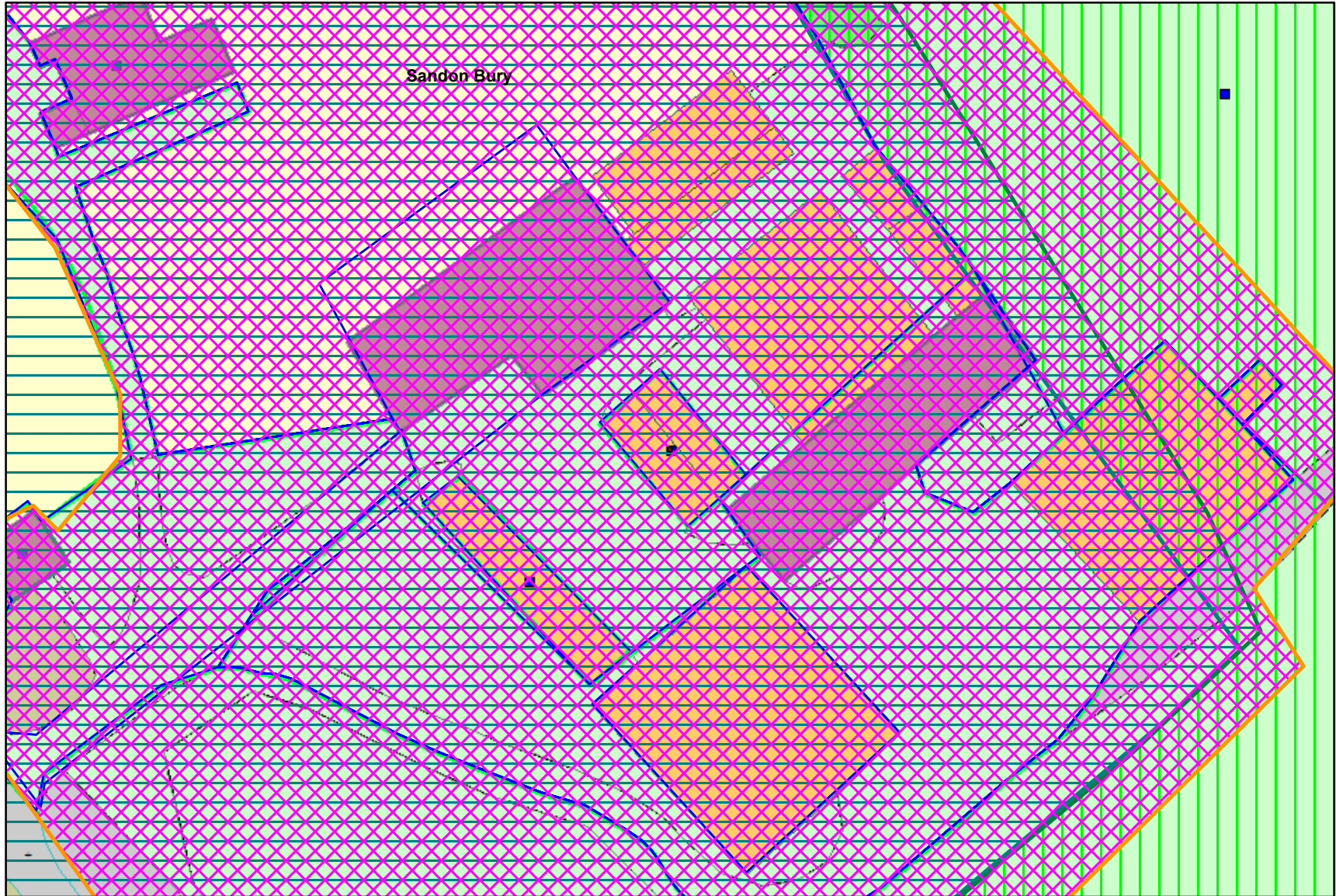
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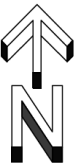
Application Validation Sheet

18/00584/FP Sandon Bury Farm, Sandon, Herts, SG9 0QY

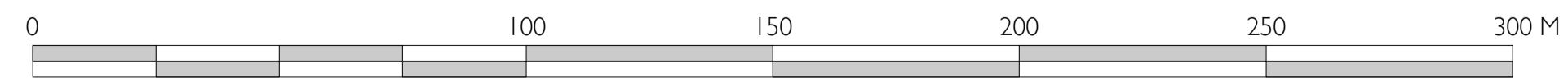
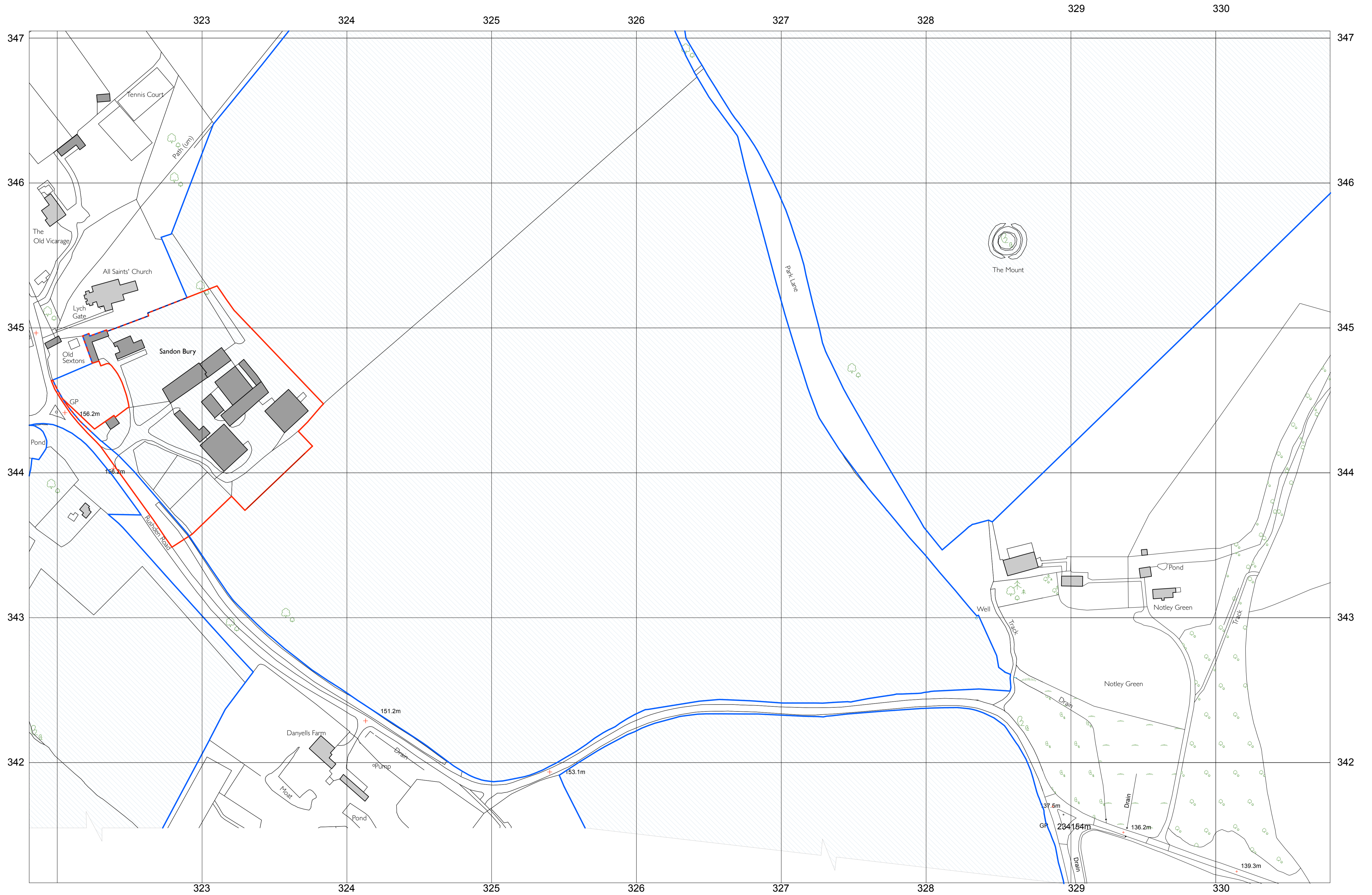
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-  **Acolaid Address Point**
sp.shp
-  **Planning Application (1999)**
Prapps99.shp
-  **Area of Outstanding Natural Beauty**
Pranob.shp
-  **Listed Buildings**
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-  **Tree Preservation Order (Single)**
ORACLE
-  **Tree Preservation Order (Group)**
ORACLE
-  **Parish Boundary**
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-  **Conservation Area**
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-  **District Local Plan Boundary**
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-  **Green Belt**
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-  **Health & Safety Consultation Zone**
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-  **Ward Boundary**
Prwardcd.shp
-  **Noise Nuisance Indicators**
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-  **Indicative Flood Plain**
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Date: 03/09/2018

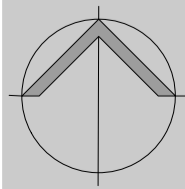


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Notes

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HaysomWardMiller Architects		Site Location Plan 2	
7 Downing Place Cambridge CB2 3EL	Project	Sandon Bury	Job no. 15.565
T : 01223 578545 F : 01223 351955	For	Mark Faure-Walker & Kate Redfern	Drawing no. P01
email : info@haysomwardmiller.co.uk	Scale	1:1250	Paper Size A1
			Revision no. F

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ITEM NO:	
<u>Location:</u>	Sandon Bury Farm Sandon Hertfordshire SG9 0QY
<u>Applicant:</u>	Sandon Bury Farm Ltd
<u>Proposal:</u>	Internal Alterations to Sandon Bury Farmhouse (grade II* listed). Refurbishment of the Black Barn (grade II* listed) to include overcladding, acoustic insulation work and alterations to existing openings. New building (Grainstore Barn) abutting northeast gable end of Black Barn. Link extension between Black Barn and Centre Barn. Alterations to Hay Barn and extension thereof to form covered entrance loggia. Internal and external alterations to the Dovecote (grade II listed) including the provision of a new roof. Internal and external alterations to the Couch House/garage Barn (grade II listed)
<u>Ref. No:</u>	18/00585/LBC
<u>Officer:</u>	Melissa Tyler

Date of expiry of statutory period: 19 November 2018

Reason for Delay

Extension of time to allow for further supporting documentation and consultation responses from Statutory Consultees.

Reason for Referral to Committee

Councillor Jarvis has requested to call this application in for public interest reasons

Members will recall that this application was deferred from consideration at the meeting of the Committee on 20th September for the following reasons:

RESOLVED: That Listed Building application **18/00585/LBC** be **DEFERRED** until such time as planning application 18/00584/FP can be considered by this Committee

1.0 Relevant History

- 1.1 **14/02529/1PRE** Change of use of agricultural barn to events venue

- 1.2 **17/01315/1** Diversification of Sandon Bury Farm to provide a wedding venue, comprising the demolition of two existing concrete barns and the erection of a new building and conversion and extension work to the Hay Barn and Centre Barn to provide facilities to serve the wedding venue (use class D2), change of use and conversion of Sandon Bury Farmhouse, the Coach House and Dovecote to provide overnight event accommodation (use class C1), and provision of associated car parking and reinstatement of vehicular access. **WITHDRAWN**
- 1.3 **17/01316/1LB** Internal alterations to Sandon Bury Farmhouse (grade II* listed), refurbishment of the Black Barn (grade II* listed) to include overcladding, acoustic insulation work and alterations to existing openings, internal and external alterations to the Dovecote (grade II listed) including the provision of a new roof, and internal and external alterations to the Coach House/Garage Barn (grade II listed) including new and infilled window and door openings **WITHDRAWN**

Reason for the above applications were withdrawn:

“The applicants are acutely aware that the proposals have generated considerable public interest – both in support and in objection – and we have responded to the various responses that have been received from technical consultees during the course of the applications. To this end, revisions have been made to the scheme to ensure suitable access arrangements and the provision of an appropriate mitigation scheme for protected species, along with providing clarification relating to acoustics.”

- 1.4 **18/0054/FP** Diversification of Sandon Bury Farm to provide an events venue and guest accommodation, comprising demolition of existing modern buildings within the Sandon Bury Farm complex, change of use of existing buildings from agricultural uses to an events venue, guest accommodation and alterations to listed and non-listed buildings (Black Barn, grain store and hay barn). **TO BE DETERMINED ALONGSIDE THIS APPLICATION**

2.0 Policies

National Planning Policy Framework (July 2018):

In general and with regard to:

Section 12 – Requiring good design.

Section 16 – Conserving and enhancing the historic environment

Specifically paragraphs 83, 127, 184-85, 192-93

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

Policy 25 - Re-use of rural Building

North Hertfordshire District Council Proposed Submission Local Plan 2011 – 2031

Policy SP13 Historic environment

Policy D1 Sustainable design

Policy HE1 Designated heritage assets

3.0 Representations

Statutory Consultees (full details of all representations can be found on our website)

3.1 Sandon Parish Council

Objection – See planning application 18/00584/FP for full comments

3.2 Conservation and Listed Building Officer

Raise **NO OBJECTION** on the basis that the proposal would meet the aims of Policy HE1: Designated Heritage Assets of the North Hertfordshire District Local Plan 2011-2013 Proposed Submission October 2016 and the aims of Section 16 of the NPPF.

Conditions have been recommended

3.3 Historic England

Do not wish to comment. Advise to seek advice from specialist conservation and archaeological advisers

Non-Statutory consultees

3.4 Historic Houses Association

As a member of the Historic Houses we are writing to support the applications on the grounds that it will support the long term sustainability of the Sandon Bury Manor a Grade II listed building and Black Barn, also II*.*

We have examined and support the detailed heritage statement prepared by Hayson Ward Miller on the proposal which outlines grounds why this application should be approved. Over 300 historic houses are recorded in the UK as using their house, or building as a venue for private functions which include weddings. In the great majority of situations this use causes little inconvenience to neighbours which is often the main source of objection to the proposal; but the potential issues need to be managed in the design and building works. Increase in vehicles can often be overstated as many guests share cars, or use taxi's, while arrival of guests is usually within a short period, departure is staggered over an evening and the end of the event agreed as midnight. Noise for the building can also be managed by use of insulating material, measurement of decibels including automated shut down of music. Concerns of the local authority can be mitigated by the use of planning conditions, regarding capacity, number of events and construction.

3.5 Neighbours (all representations can be found on our website)

At time of writing this report:
Numbers of comments received - 134
Number of objections – 19
Number of Support – 114

Main themes of objections include:

Highway impact and safety from additional traffic generation
Access to site is now within the village
No public transport to village
Noise impacts of events on neighbouring residential uses
Light pollution
No benefits to village
Outside settlement boundary
Unsuitable location
Parking clashes with farm buildings
Loss of amenity for neighbouring properties and village resident
Ecology impacts – Bats and other wildlife
Impacts on other highway users – horses, cyclists, walkers and vehicles
Number of events - too many

Petition – 199 signatures (some duplicate representations)

Main themes of support

Farm diversification
Supporting rural economy
Jobs for local people and businesses
More people can enjoy the heritage assets
Sandon is a diminishing village – lost shop/pub/businesses
Policy compliant
Sympathetic proposal to heritage assets
Show great sensitivity towards the village through plans
Safeguard heritage assets for future generations
Removal of post war structures will enhance heritage assets

3.6 Sandon Conservation Group

Proposal is not sympathetic to the conservation area or heritage assets
Impacts biodiversity
Car park encroaches on landscape conservation area – adverse effect on visual amenity
Removal of trees
Impacts on Icknield and Hertfordshire Ways
Removal of vegetation to create visibility splays
Impact on bats
Noise – concerns with methodology of noise report
Traffic issues and noise
Light pollution
Lack of social, and environmental and economic benefits

3.7 Sandon Action Group (SAG)

Highways and traffic
Noise and disturbance
Impact on the significance of heritage assets
Impact on biodiversity
Impact on character and appearance of the area
Economic sustainability

4.0 **Planning Considerations**

4.1 **Site & Surroundings**

- 4.1.1 Sandon Bury is located on the edge of the settlement within the designated boundary of Sandon. It is located within the Conservation area. All Saints Church (Grade I Listed) is located to the north of the site situated behind the House and coach-house.
- 4.1.2 There are a number of listed buildings within the site and part of the proposal subject to this application.
- 4.1.3 The house was built in 1661 and extended in the 19th century and is a Grade II* listed building.
- 4.1.4 Former stables Grade II, coach-house and dwelling, now outbuilding and garage. Late C17, altered and extended in C20. Red brick, some weatherboarding.
- 4.1.5 Dovecote, Grade II - now garage. Late C17. Red brick, corrugated roofing. Square on plan. Plinth. Side away from road has a door with an upper blocked segmental brick arch under a stepped up plat band. Opposite side has plat band stepped up over blocked vertical oval opening. Shallow pitched gable ends with plat bands stepped up over blocked vertical oval openings. End away from house has inserted double doors. Interior: brick cotes with ledges intact on one side
- 4.1.6 Black barn – Grade II* - Aisled barn. C14 or earlier. Altered late C17 and C19. Timber frame, rendered brick base. Weatherboarded and red brick clad. Slate roof. 6 bays with a shorter bay to end nearest road. End wall facing road is C17 brick with plinth
- 4.1.7 Barley Barn – Grade II - Aisled barn. Late C17 or C18. Timber frame on part rendered brick base. Weatherboarded. Corrugated sheet roofing. 7 bays with aisles continuing at ends.

4.2 **Proposal**

- 4.2.1 Internal Alterations to Sandon Bury Farmhouse (grade II* listed). Refurbishment of the Black Barn (grade II* listed) to include overcladding, acoustic insulation work and alterations to existing openings. New building (Grainstore Barn) abutting northeast gable end of Black Barn. Link extension between Black Barn and Centre Barn. Alterations to Hay Barn and extension thereof to form covered entrance loggia. Internal and external alterations to the Dovecote (grade II listed) including the provision of a new roof. Internal and external alterations to the Couch House/garage Barn (grade II listed).

4.3 **Key Issues**

- 4.3.1 The key considerations relate to the impact of the proposed work on the special character of the listed buildings and the setting of Sandon Bury, which is a grade II* listed building. Please see the detailed comments of the Conservation Officer (Appendix 1)

Policy

- 4.3.2 Sandon Bury Farm has been under the ownership of the applicant's family since the mid-19th Century and includes a number of historic buildings. The Manor house is currently the family home and farm office for the working farm. As stated in the DAS for the last few years the farm has not been economically viable and has needed subsidy from other sources of income in order to keep operating and to fund the maintenance of the listed buildings.

National Planning Policy Framework

- 4.3.3 The following sections of the NPPF are also considered relevant:

Paragraph 184 states that *heritage assets are an irreplaceable resources, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations* (this is echoed by the Planning (Listed Buildings and Conservation Areas) Act 1990)

Paragraph 185 of the NPPF states that decisions:

Should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. LP should take into account:

- a) *The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation*
- b) *The wider social, economic and environmental benefits that conservation of the historic environment can bring*
- c) *The desirability of new development making a positive contribution to local character and distinctiveness*

Paragraph 192 of the NPPF states that

In determining planning applications, LPA should take account of:

- a) *The desirability of sustaining and enhancing the significance of heritage asset and putting them to viable uses consistent with their conservation*
- b) *The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) *The desirability of new development making a positive contribution to local character and distinctiveness*

Paragraph 193 states that *when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset. The greater the weight should be).*

Local Plan

4.3.4 Policy HE1 : Designated Heritage Assets, of the North Hertfordshire District Local Plan 2011-2031 Proposed Submission October 2016, states that Planning applications relating to Designated heritage assets shall be accompanied by a

Heritage Assessment/Justification Statement that:

- i. *Assess the significance of heritage assets, including their setting, impacted by the proposal;*
- ii. *Justify and detail the impacts of any proposal upon the significance of the designated asset(s); and*
- iii. *Inform any necessary mitigation measures to minimise or mitigate against any identified harms;*

Planning permission for development proposals affecting Designated Heritage Assets or their setting will be granted where they (as applicable):

- a. *Enable the heritage asset to be used in a manner that secures its conservation and preserves its significance;*
- b. *Incorporate a palette of materials that make a positive contribution to local character or distinctiveness, where it is appropriate and justified.*

Conservation Officer recommendation

4.3.5 The Conservation Officer has made detailed comments which can be found as appendix A of this report. Below I have set out his recommendation and conclusion.

***“It is considered that this is a generally well-conceived proposal that pays sufficient regard to a particularly important group of listed and curtilage-listed buildings and would ensure that these Designated Heritage Assets are put to a viable use which is consistent with their conservation (para 185, NPPF). In supporting this proposal, I have given great weight to the conservation of these Heritage Assets (para 189, NPPF). I consider that the development proposals will lead to some harm, however, this would be less than substantial harm to the significance of Designated Heritage Assets. The degree of harm should be weighed against the benefits of retaining these buildings within one ownership and one use which would secure, as far as is possible, a use which is viable (para 196). It is difficult to determine whether the proposal would, in fact, be the optimum viable use.*”**

The removal of the Fertiliser Barn will satisfy the aims of para 198, NPPF i.e. would enhance the setting and better reveal the significance of nearby heritage assets. It would be a fair comment to say that had Barns 1 & 2 on drawing no. EX06 also been proposed to be demolished then the aims of para 200 would have been more or less met in full. In concluding that there would be an element of harm arising from the proposal, it may be said that the proposals would be contrary to the provisions of Sections 16 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, however, this is clearly a paragraph 196 case.

I have taken a similar approach to that when commenting on a similar scheme at Redcoats Farmhouse and barns, Little Wymondley where a recently implemented hotel scheme has resulted in a new use for barns considered to be 'At Risk'. In my opinion, the proposal would result in some public benefit by securing a long term viable use for this important group of Heritage Assets and the wider setting of the listed building and indeed the character and appearance of the Sandon Conservation Area would not, in my opinion, be adversely affected by the use proposed to warrant an objection."

4.4 Conclusion

- 4.4.1 No objection has been raised on the basis that the proposal would meet the aims of Policy HE1: Designated Heritage Assets, of the North Hertfordshire District Local Plan 2011-2031 Proposed Submission October 2016 and the aims of Section 16 of the NPPF. As stated at 5.0 of the Heritage Statement, "...The stewardship of both historic agricultural buildings and the surrounding rural farming landscape is an important responsibility; the proposed development will allow the applicants to go on meeting that responsibility in the years ahead".

5.0 Alternative Options

- 5.1 None applicable

6.0 Pre-Commencement Conditions

- 6.1 I can confirm that the applicant is in agreement with the pre-commencement conditions that are proposed.

7.0 Legal Implications

- 7.1 In making decisions on applications submitted under the Town and Country Planning legislation, the Council is required to have regard to the provisions of the development plan and to any other material considerations. The decision must be in accordance with the plan unless the material considerations indicate otherwise. Where the decision is to refuse or restrictive conditions are attached, the applicant has a right of appeal against the decision.

8.0 Recommendation

8.1 If planning permission under application 18/00584/FP has been refused my recommendation is to defer the decision for this application to be considered through delegated powers following any subsequent appeal process.

8.2 That listed Building be **GRANTED** subject to the following conditions:

9.0 Appendices

9.1 Conservation and Listed Building Officer comments

1. The work to which this consent relates shall be begun by not later than the expiration of the period of 3 years from the date of this notice.

Reason: To comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) 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. A sample of the Anthracite grey corrugated steel sheet to the Grain Store Barn, Centre Barn and Kitchen 'link' shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the roofing works.

Reason: To safeguard the setting to this group of Heritage Assets

4. A sample of the clay tiles for the Dovecote Roof shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the roofing works.

Reason: To safeguard the listed building's special character.

5. Full details of the proposed steel heating/ventilation/lighting ducts system to be installed in Black Barn indicating how this would be fixed to the existing building and any interventions with the timber frame, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of that part of the scheme hereby approved.

Reason: To safeguard the listed building's special character.

6. Notwithstanding the approved drawings, joinery details (including glazing bar profile where appropriate) at an appropriate metric scale of all new windows to be installed at the Coach house, shall be submitted to and approved in writing by the Local Planning Authority prior to the manufacture and installation of new windows.

Reason: To safeguard the listed building's special character.

7. Details of the internal shutters to the windows in the north elevation of the Coach house shall be submitted to and approved in writing by the Local Planning Authority prior to the manufacture and installation of the shutters.

Reason: To safeguard the listed building's special character.

8. Details of all new internal doors at:
 - a. Sandon Bury;
 - b. Coach House & Garage Barn;
 - c. Between Black Barn and kitchen; and
 - d. Acoustic lobby forming part of Grain Store Barn

shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of new internal doors.

Reason: To safeguard the special character of these listed and curtilage-listed buildings.

9. Notwithstanding the over-cladding details on approved drawing no.P40A, vertical section(s) at a metric scale indicating the extent of build-up relative to the brick plinth, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the over-cladding works.

















Reason: To safeguard Black Barn's special character.

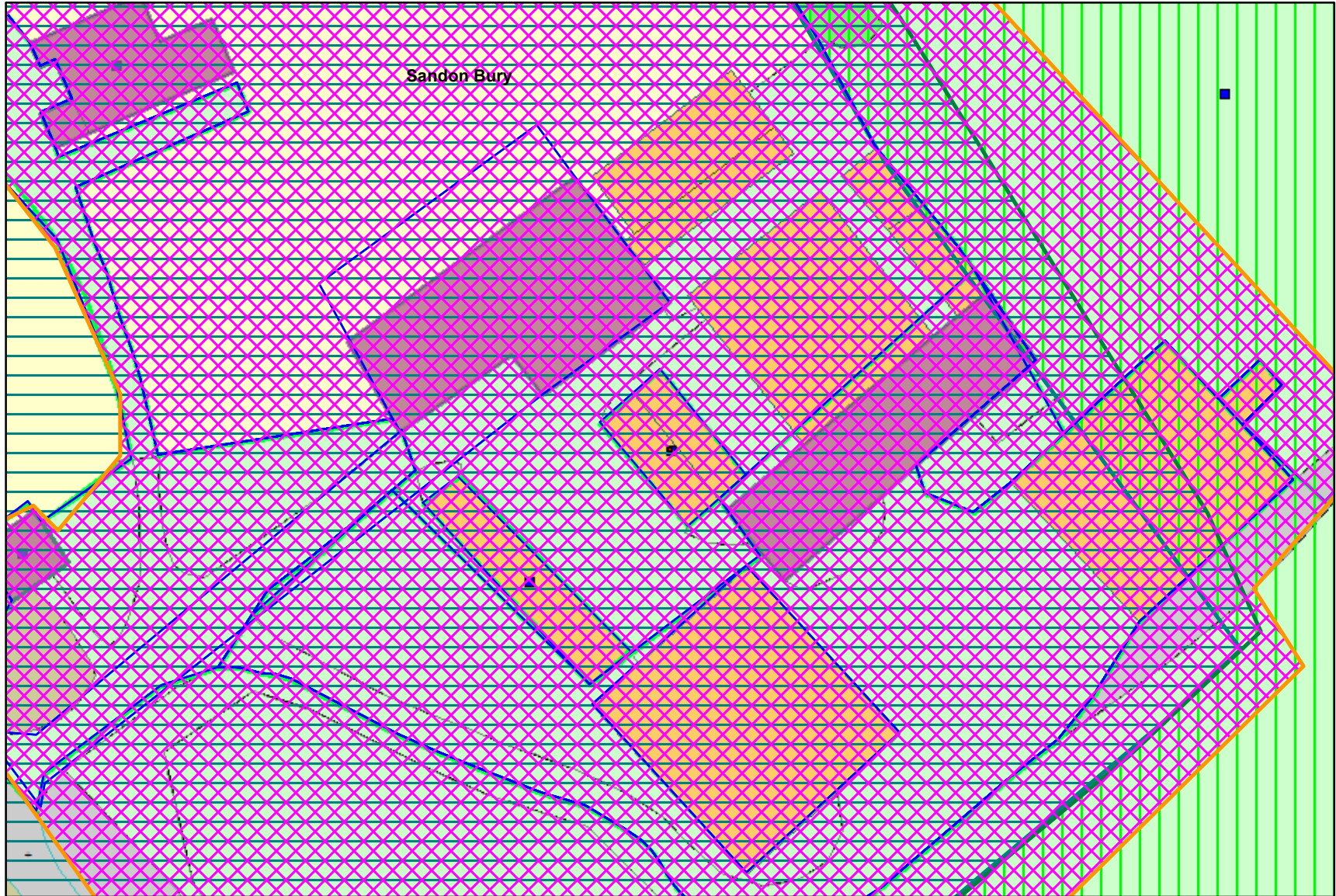
10. Details of all new rainwater goods shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of that part of the alterations hereby consented.

Reason: To safeguard the special character of this building group.

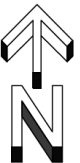
Application Validation Sheet

18/00585/LBC Sandon Bury Farm, Sandon, Herts, SG9 0QY

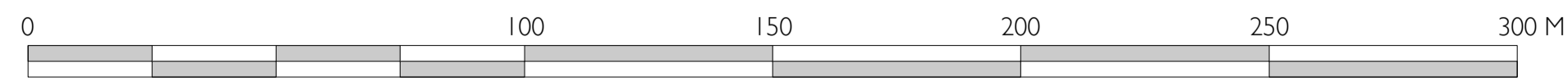
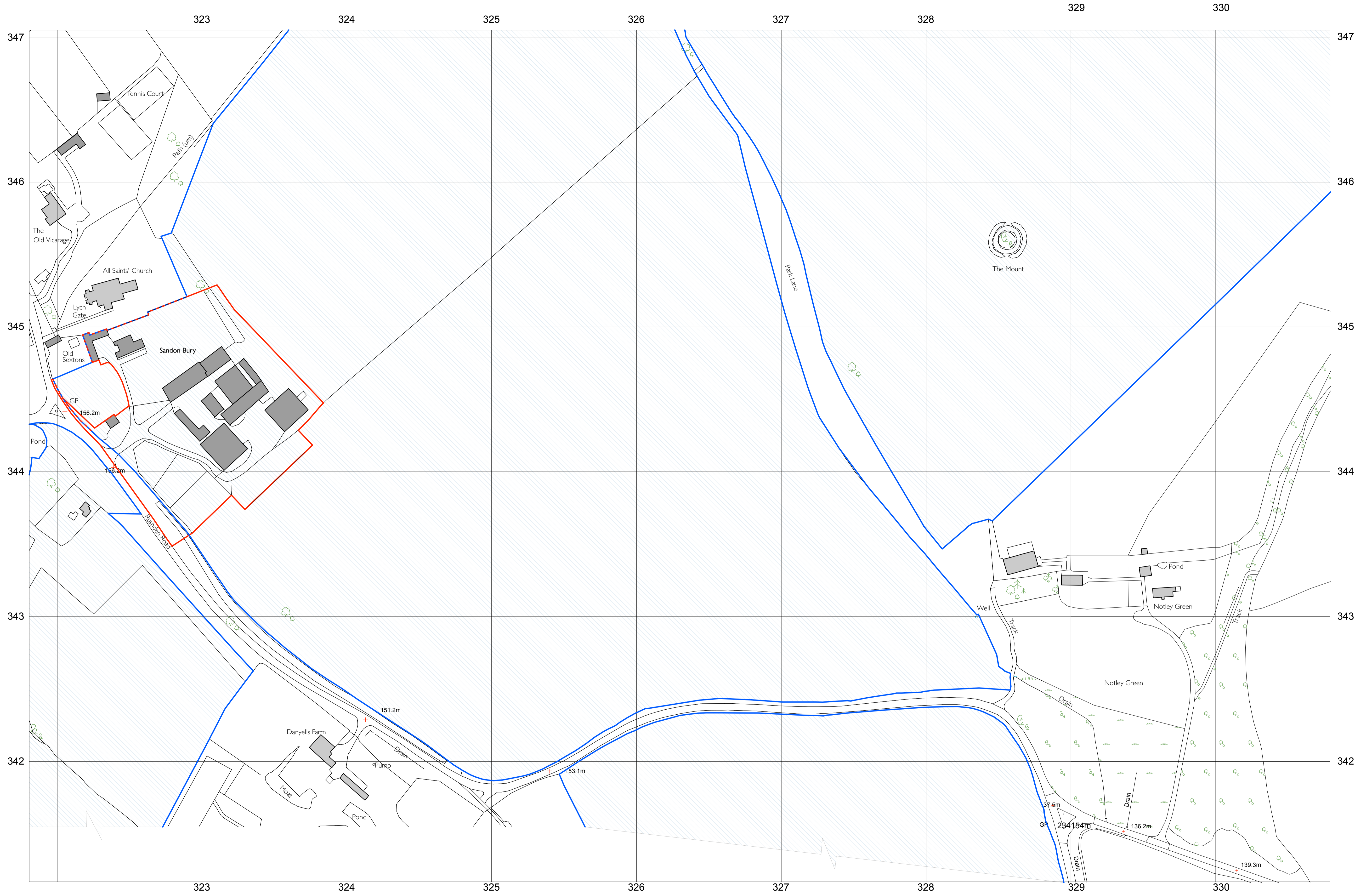
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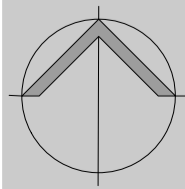


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HaysomWardMiller Architects		Site Location Plan 2	
7 Downing Place Cambridge CB2 3EL	Project	Sandon Bury	Job no. 15.565
T : 01223 578545 F : 01223 351955	For	Mark Faure-Walker & Kate Redfern	Drawing no. P01
email : info@haysomwardmiller.co.uk	Scale	1:1250	Paper Size A1
			Revision no. F

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ITEM NO:	
<u>Location:</u>	Land To The East Of Bedford Road And West Of Old Ramerick Manor Bedford Road Ickleford Hertfordshire
<u>Applicant:</u>	Barratt David Wilson North Thames
<u>Proposal:</u>	Erection of 144no. dwellings, new vehicular access onto Bedford Road, associated garages and car parking spaces, public open space, landscaping and attenuation areas (as amended 25th October 2018).
<u>Ref. No:</u>	18/01622/FP
<u>Officer:</u>	Tom Rea

Date of expiry of statutory period: 30th November 2018

Reason for Delay

Negotiations and consultation responses.

Reason for Referral to Committee

The site area for this application for residential development exceeds 0.5ha and therefore under the Council's scheme of delegation, this application must be determined by the Council's Planning Control Committee

1.0 **Site History**

- 1.1 17/02175/1: Residential development of 180 dwellings comprising 21 x 1 bedroom apartments; 18 x 2 bedroom apartments; 18 x 2 bedroom houses; 63 x 3 bedroom houses; 56 x 4 bedroom houses; and 4 x 5 bedroom houses; new vehicular access onto Bedford Road, associated garages and car parking space, public open space, landscaping and ancillary works. (As amended 2/2/18)

Refused planning permission 16th March 2018 for the following reasons:

1. It is considered that by reason of the dwelling numbers, site coverage, proposed dwelling types and the location of some car parking, the development will occasion harm to the setting of the grade II* listed Old Ramerick Manor and its associated barns , hence would harm their significance. As such para 132 of the NPPF requires clear and convincing justification and this has not been demonstrated. The proposal will fail to satisfy Section 66 of the Planning & Listed Building and Conservation Areas) Act 1990 and the aims of Sections 7 and 12 of the National Planning Policy Framework

2. By reason of the number of dwellings proposed, their excessive height, non descript appearance and the generally urban form, the development would have a harmful effect on the character and appearance of the area. Furthermore the proposed development would have significant adverse landscape and visual effects due to its separation from the settlement to the north and its prominent location on rising land, restricting key views in the landscape and harming the tranquil nature of the surrounding countryside. As such the proposals would not comply with Policy 57 of the adopted local plan or Submission Local Plan Policies SP1, SP9 and D1. The proposals would not enhance the quality of the area and would constitute poor design not complying with paragraphs 58 and 64 of the National Planning Policy Framework.

3. The submitted planning application has not been accompanied by a valid legal undertaking (in the form of a Section 106 obligation) securing the provision of 40% affordable housing and other necessary obligations as set out in the Council's Planning Obligations Supplementary Planning Document (SPD) (adopted November 2006) and the Planning obligation guidance - toolkit for Hertfordshire: Hertfordshire County Council's requirements January 2008. The secure delivery of these obligations is required to mitigate the impact of the development on the identified services in accordance with the adopted Planning Obligations SPD, Policy 51 of the North Hertfordshire District Local Plan No. 2 - with Alterations (Saved Polices 2007) or Proposed Local Plan Policy HS2 of the Council's Proposed Submission Local Plan (2011-2031). Without this mechanism to secure these provisions the development scheme cannot be considered as sustainable form of development contrary of the requirements of the National Planning Policy Framework (NPPF)

1.2 18/02798/SO: Screening Opinion: Erection of 144 no. dwellings, new vehicular access onto Bedford Road, associated garages and car parking spaces, public open space, landscaping and attenuation areas. Decision: Environmental Impact Assessment not required.

2.0 Policies

2.1 North Hertfordshire District Local Plan No. 2 with Alterations (Saved Policies)

Policy 6: Rural area beyond the Green Belt

Policy 14: Nature Conservation

Policy 16: Areas of archaeological significance and other archaeological areas

Policy 26: Housing proposals

Policy 29: Rural Housing needs

Policy 51: Development effects and planning gain

Policy 57: Residential Guidelines and Standards

Supplementary Planning Documents

Design SPD

Planning Obligations SPD

Vehicle Parking Provision at New Development SPD (2011)

North Hertfordshire and Stevenage Landscape Character Assessment (Pirton Lowlands Area 218)

- 2.2 **National Planning Policy Framework (July 2018)**
Section 2: Achieving sustainable development
Section 5: Delivering a sufficient supply of homes
Section 6: Building a strong competitive economy
Section 8: Promoting healthy and safe communities
Section 9: Promoting sustainable transport
Section 11: Making effective use of land
Section 12: Achieving well-designed places
Section 14: Meeting the challenge of climate change, flooding and coastal change
Section 15: Conserving and enhancing the natural environment
Section 16: Conserving and enhancing the historic environment

2.3 **North Hertfordshire District Local Plan 2011 – 2031 Proposed Submission**

- Policy SP1: Sustainable Development in North Hertfordshire
Policy SP2: Settlement Hierarchy
Policy SP5: Countryside and Green Belt
Policy SP7: Infrastructure requirements and developer contributions
Policy SP8: Housing
Policy SP9: Design and sustainability
Policy SP10: Healthy communities
Policy SP11: Natural resources and sustainability
Policy SP12: Green infrastructure, biodiversity and landscape
Policy SP13: Historic Environment
Policy CGB1: Rural Areas beyond the Green Belt
Policy T1: Assessment of transport matters
Policy T2: Parking
Policy HS1: Local Housing Allocations
Policy HS2: Affordable Housing
Policy HS3: Housing Mix
Policy HS4: Supported, sheltered and older persons housing
Policy D1: Sustainable design
Policy D3: Protecting living conditions
Policy D4: Air quality
Policy NE1: Landscape
Policy NE2: Green infrastructure
Policy NE5: New and improved public open space and biodiversity
Policy NE7: Reducing flood risk
Policy NE8: Sustainable drainage systems
Policy NE9: Water quality and environment
Policy HE1: Designated heritage assets
Policy HE4: Archaeology

The application site is identified in the NHDC Submission Local Plan 2011 – 2031 as an allocated housing site – **LS1** Land at Bedford Road

- 2.4 **Hertfordshire County Council**
Local Transport Plan (LTP4 – adopted May 2018)

2.5 **National Planning Practice Guidance**

Provides a range of guidance on planning matters including flood risk, viability, design and planning obligations.

2.6 **Ickleford Neighbourhood Plan**

The Ickleford Neighbourhood Plan Area was designated by North Hertfordshire District Council in September 2014. The NP Area includes the application site.

3.0 **Representations**

3.1 **Ickleford Parish Council:** Objection – the benefits of new homes are outweighed by the issues set out below:

- Development is premature and any decision should be withheld until the outcome of the Local Plan Inspector's report
- The land is grade II agricultural land which should be protected for future generations
- The development remains overdeveloped and the poor design is not in keeping with the surrounding area or its Grade II* listed neighbour
- Development is within flood plain 2 and 3 and highly likely to flood. Possible flooding of the Heritage site
- Developers have not considered or seem to understand the relevance of the Grade II* listed Ramerick Manor, its barns and ancient farmstead setting
- The ecology of the development is under threat and will be lost
- The transport assessment and travel plan does not consider future development plans, air pollution, the hazards attached to the A600 or the fact that residents will be reliant on cars for work/school and more importantly, because of the lack of public transport after 18:00, beyond the working day, for after school curriculum and recreation
- The development is not within a settlement boundary
- S106 funding should be applied to Hertfordshire and not rely on Bedfordshire for Education and Healthcare.

3.2 **Stondon Parish Council:** Objection on the following grounds:

- Not sustainable / not accessible to local services and facilities
- Lack of appropriate amenities to serve the development
- Loss of agricultural land
- Potential impact on employment in Henlow Camp
- No long term economic benefits
- Removal of a defensible settlement boundary
- Encroachment into open countryside
- No assessment of local school capacity
- No assessment of increased traffic in Stondon
- Detrimental to highway safety
- Contrary to NPPF and Central Beds Local Plan policies
- Will prejudice / limit the viability of housing allocations in Central Bedfordshire
- Inadequate affordable housing offer
- Lack of adequate parking / refuse collection
- Development will have impact on Central Bedfordshire infrastructure / resources and not North Hertfordshire
- An isolated development with no sense of community

- Concern over flood risk and the need to accommodate access to the ordinary water course.
- Concern over sewage and fresh water capacity
- Harm to the grade II* Old Ramerick Manor
- Premature and opportunistic
- No identifiable community gain / harm to local communities

3.3 **Henlow Parish Council:** Objects on the following grounds:

- Dwellings proposed exceeds the 120 allocation in the emerging local plan
- Premature and speculative
- Development is adjacent to Henlow rather than Ickleford
- Not sustainable / lack of infrastructure / limited employment opportunity
- Increase in traffic
- Will increase burden on local facilities / resources in Henlow and Stondon
- No on site amenity provision
- No impact analysis on local doctors surgery and schools
- No defensible southern boundary
- Encourages sprawl into open countryside
- Isolated – only connected to Henlow / Stondon by A600 road access
- Loss of agricultural land
- Harm to setting of Old Ramerick Manor
- Increase risk of flooding
- Disassociated from the settlements of Henlow, Lower Stondon and Ickleford
- Premature and opportunistic that overprovides NHDC housing numbers

3.4 **Central Bedfordshire Council:** No comments received concerning this application

3.5 **Environment Agency:** Advises that it has no objections to the proposed development. Advises that the sequential test to be applied by the LPA. Provides advice on access and egress in regard to flood emergency response and flood resilience measures.

3.6 **Lead Local Flood Authority (Hertfordshire County Council):**

Advises that the LLFA have no objection in principle on flood risk grounds and can advise the Local Planning Authority (LPA) that the proposed development site can be adequately drained and can mitigate any potential existing surface water flood risk if carried out in accordance with the submitted drainage strategy. Recommends the attachment of conditions.

3.7 **Hertfordshire County Council Highway Authority:**

Advises that it does not wish to restrict the grant of planning permission subject to planning conditions and informatives, Section 106 and Section 278 Agreements. Advises that the impact of this development on the local highway network has been assessed and is shown to be acceptable subject to mitigation. This is to be secured via s278 agreements for works to the highway, S106 contributions and a Travel Plan.

Highway Authority conclusions

The Authority state that the trip generation associated with this development does not result in a severe impact on the highway network. The authority considers that the submitted Transport Assessment has demonstrated that highway junction capacity in various locations would operate acceptably with mitigation measures in place.

3.8 **Historic Environment Advisor (Hertfordshire County Council):**

Recommends a Written Scheme of Investigation condition.

3.9 **Central Bedfordshire Council (Rights of Way officer)**

Does not raise objections to the proposals but require the following Rights of Way network enhancements:

1. The bridging of the watercourse to the north side of the application site and the west side of RAF Henlow to allow pedestrian access between both sides.
2. Dedication of an approx. 30 metres length of public footpath to link the north-east corner of the application site to the bridge over the watercourse and Henlow Public Footpath No.16 on the north side of the watercourse.

Advises that the main reason for these enhancements is to allow an off road means of access to the well developed Rights of Way network to the east of RAF Henlow and allows easy walking to a wide area and connection to the villages of Arlesey to the east and Henlow to the north as well as connection to the lower school, located to the north of RAF Henlow, by a safe off road pedestrian link for parents and children to use.

3.10 **Hertfordshire County Council (Countryside Access officer)**

Any comments received will be reported at the Committee meeting

3.11 **Natural England**

Advises that it has no comments to make on this application. Considers that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes.

3.12 **Hertfordshire Ecology**

Refer to previous advice (on application ref: 17/02175/1). Consider that circumstances remain largely the same: i.e. adverse effects on protected sites nearby are not anticipated and from the survey and research undertaken, the site appears to support little of intrinsic ecological interest. As a precautionary approach further surveys of farmland bird population could be undertaken or off-site mitigation in the form of the management of a similar arable farmland or a financial contribution towards other ecological improvements via a legal agreement to achieve ecological gains from the development.

3.13 **Historic England**

Refer to previous advice on application ref: 17/02175/1. Comment:

'The revised submission now consulted on is for a reduced density of development across the whole site, providing a total of 144 dwellings. The design modifications would remove housing from the immediate setting of Old Ramerick, and give a landscape buffer to the approach road to the Manor and the manorial group of buildings.'

The proposed revisions to the design would substantially reduce the impact of development on the setting of Ramerick Manor, although inevitably the rural setting of the building would be further eroded as a result of development. Such an erosion should be seen as a harm to the historic environment as defined by the NPPF. In determining this application, your authority should weigh that harm against the public benefit that might accrue as a result of the development.

Recommendation

Historic England has some concerns regarding the application on heritage grounds. In determining this application, your authority should weigh the harm against the public benefit that might accrue as a result of the development.'

3.14 CPRE Hertfordshire

Continue to object to residential development on the site. Summary of concerns:

- Contrary to NPPF that developments be plan led;
- Contrary to prioritising the use of brownfield land;
- Impact on natural environment;
- Flood Risk
- Premature in advance of Local Plan Inspectors report
- Continues to have significant adverse landscape and visual effects
- Loss of high grade agricultural land
- Outside of Lower Stondon settlement
- Impact on existing social and physical infrastructure and traffic capacity of local roads
- Unsustainable – local services are not readily accessible on foot or bicycle
- Most movements to site will be by car
- Harm to setting of Old Ramerick Manor

3.15 Anglian Water

Requests a foul water strategy condition and an Informative concerning the potential impact on Anglian Water assets.

3.16 Bedfordshire and River Ivel Internal Drainage Board

Comments will be reported at the Committee meeting

3.17 NHDC Environmental Health officer (Environmental Protection/Contamination)

Advises that in view of the submitted intrusive site investigation reports there is no requirement for a land contamination condition. Requires Electric Vehicle (EV) Recharging Infrastructure conditions for houses and flats and a residential travel plan condition. In addition, a Construction Traffic Management Plan condition is required.

3.18 NHDC Environmental Health officer (Noise)

Considers the noise mitigation measures set out in the submitted acoustic assessment to be acceptable. Recommends a condition requiring the development to be carried out in accordance with the acoustic report and measures maintained in perpetuity. Recommends an Informative re construction phase.

3.19 NHDC Housing Supply Officer

Advises that the revised affordable housing offer meets with the Council's requirements and local housing need.

3.20 NHDC Waste Services Manager

Provides technical guidance on various aspects of waste storage / collection requirements.

3.21 Hertfordshire County Council (Development Services)

Based on the development of 144 dwellings and the size of units proposed the Growth and Infrastructure Unit advises that the following contributions would be required:

- Primary Education towards the provision of a new Primary School (between £351,839 - £1,613,054.00. Exact contribution to be determined)
- Secondary Education towards the expansion of The Priory School from 8 form of entry to 9 forms of entry (£385,791)
- Library Service towards the development of Creator Space including reconfiguring existing space to create additional public floorspace and provide additional equipment (£27,683)
- Youth Service towards the development of outreach work based out of the Bancroft centre in Hitchin or its re-provision (£7,391)

3.22 Hertfordshire County Council (Fire & Rescue Service)

Advises that public adoptable fire hydrant provision will be required in accordance with Planning Obligations Guidance.

3.23 Bedfordshire Clinical Commissioning Group

Advises that the development will affect the Lower Stondon GP Surgery which is already operating under constrained conditions. Advises that Bedfordshire CCG are seeking to create additional premises capacity in the area and therefore request the following financial contributions (based on 144 unit scheme at LS1):

GP Core services - £815.00 per dwelling

Community, Mental Health and Acute services - £1,630 per dwelling

BCCG advise that the above are based on the impact of the development only, on the number of dwellings proposed and do not take account of existing deficiencies.

3.24 Site Notice / Neighbour consultation:

Over 190 responses have been received mainly from residents both in North Hertfordshire and Central Bedfordshire District and all correspondence received can be viewed on the Council's web site. The comments and objections include the following matters:

- Proposals remain an overdevelopment of a rural area
- Unfair to tax payers of Central Bedfordshire
- Revised proposals fail to overcome previous reasons for refusal
- Fails to take account of cumulative impact of other approved and planned developments in Central Bedfordshire
- Harm to setting of Grade II* listed Old Ramerick Manor
- More properties are proposed on the flood plain
- Loss of agricultural land
- Lower Stondon Doctors surgery cannot expand
- Detrimental to wildlife / ecology
- Insufficient schools, medical and healthcare facilities in the area
- Existing community and service infrastructure does not have capacity to accommodate more development

- Concern over water supply, drainage and sewage
- Flood Risk
- Site is isolated from existing settlements
- Adverse impact on character and appearance of the area
- Infrastructure funding will go to North Hertfordshire rather than Central Bedfordshire
- Unsustainable location that will not encourage non-car modes of travel
- Concern at noise, pollution, excessive traffic generation
- Detrimental to highway and pedestrian safety
- Lower Stondon / Henlow has already taken its share of housing
- No assessment of employment impact
- Loss of defensible boundary to Henlow
- Insufficient affordable housing
- Overuse of play area in The Railway
- No on site shop is proposed
- Remote from the rest of North Hertfordshire
- Does not take account of already inadequate drainage
- Poor quality of environment for proposed residents
- Property style, structure, layout, amount of housing, location and landscaping is negative
- No highway mitigating safety features are proposed
- Loss of privacy/overshadowing/loss of light
- Contrary to NPPF 38
- Overcrowding
- Loss of visual amenity and landscape

In addition to the written comments of neighbours and residents an 'Assessment of Local Transport Implications' document has been submitted by a local resident. The document has been produced by a Traffic and Transport consultant and raises the following concerns:

- Concern at location of development , sustainability and access to local facilities
- Traffic growth has been under-estimated
- Committed developments not taken into account
- Traffic impact assessment on completion inadequate
- Underestimation of trip rates
- Failure to assess network and junction capacity
- Access / design unrealistic
- Cumulative impact of traffic not considered
- Development has not been properly evaluated in highway terms

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 The application site is located on the east side of the A600 Bedford Road and immediately south of the existing settlement of Henlow Camp. The application site comprises 7.08 hectares of greenfield land, which is primarily an arable field and a poor semi-improved grassland field, several areas of scattered scrub and trees, a stream along the northern site boundary, a wet ditch and a pond. Immediately to the east of the site is Old Ramerick Manor, a grade II* listed manor house and a recent small residential development that has been created from a farmyard and historic and modern agricultural buildings associated with the Manor. The site adjoins public footpath 001 which runs east to west along an informal track along the southern boundary. Public footpath 002 connects with footpath 001 and runs north east towards Henlow Camp just east of the application site and through the Old Ramerick Manor site. The application site abuts the curtilages of residential properties sited along the southern boundary – Nos 1 & 2 and 3 Ramerick Cottages. The whole of the application site is within the administrative boundary of North Hertfordshire and designated as Rural Area Beyond the Green Belt in the current North Hertfordshire District Local Plan with Alterations 1996 (Saved Policies, 2007).

4.1.2 The application site is approximately level where it meets the southern boundary with public footpath 001. The land then falls approximately 5 metres overall to the north where it meets the ordinary watercourse and its embankment. A significant feature of the site is an existing former railway embankment located close to the northern boundary.

4.2 **Proposal**

4.2.1 The proposals (as amended) seeks full planning permission for the erection of 144 dwellings with associated vehicular access from the A600 Bedford Road, internal site access road, parking areas, village green and other detailed landscaped areas, footpath connections, sustainable urban drainage system including 2 no. detention basins, pumping station and sub-station and ancillary works.

4.2.2 The development proposes the provision of 87 market homes comprising 2 bed maisonettes, 3, 4 & 5 bedroom houses and 57 affordable homes (of a mixture of shared ownership and affordable rented tenure) comprising 1 & 2 bed flats, 2, 3 & 4 bedroom houses. The affordable housing amounts to 39.58% of the total number of units proposed for the site.

4.2.3 The proposed development is limited to a maximum of two storeys throughout the site. A total of 358 parking spaces is proposed (including 298 allocated spaces and 60 visitor spaces) provided through a mixture of surface spaces, garages and car ports.

4.2.4 The development is characterised by two separate areas of housing development divided on a north south axis by a landscaped corridor following the line of the old railway line (and remaining embankment). Three character areas are proposed with a density of approximately 39 dph (gross density 21 dph) with a variation in materials, colour, frontage treatment and traditional architectural styles.

4.2.5 Of the overall site area of 7.0 hectares, 2.86 hectares is proposed as public open space which will accommodate two flood mitigation attenuation basins, a locally equipped area for play (LEAP) within a village green, the retained former railway embankment and footpaths. A pedestrian / cycle link is proposed via a bridge across the water course to the Railway amenity space and LEAP to the north of the site within Central Bedfordshire.

4.2.6 Since the submission of this revised application amendments have been received in respect of the following:

- Additional tree planting within 'The Avenue' (main access road)
- Additional tree and shrub planting particularly around the site perimeter and attenuation ponds
- Change in the affordable housing mix to meet the Council's requirements and to reflect local housing need

4.2.7 The application is supported by the following documents:

- Planning Statement and Design and Access statement
- Transport Statement and Travel Plan
- Arboricultural Impact Assessment and Tree Report
- Archaeological Assessment and Evaluation Report
- Landscape Visual Impact Assessment & Landscape Management Plan
- Ecological Impact Assessment
- Geotechnical & Geo-Environmental Report
- Acoustic Assessment
- Flood Risk Assessment
- Heritage Statement

4.3 Key Issues

4.3.1 The key issues for consideration of this full planning application are as follows:

- Policy background and the principle of development
- Character and Appearance
- Highway, access and parking matters
- Impact on heritage assets
- Environmental considerations
- Sustainability
- Planning Obligations
- Planning balance and conclusion

Policy background and the principle of development

4.3.2 The application site has been identified in the NHDC emerging Submission Local Plan as a housing site (LS1 – Land at Bedford Road). It should be clarified that all of the application site lies within the administrative district of North Hertfordshire and does not form part of Lower Stondon which lies within Central Bedfordshire. The LS1 allocation has a dwelling estimate of 120 homes and the following considerations for development are set out in the Plan:

- Appropriate junction access arrangements to Bedford Road;

- Sensitive integration into existing settlement, particularly in terms of design, building orientation and opportunities for cycle and pedestrian access;
- Sensitive incorporation of Footpaths Ickleford 001 & 002 as green routes through and around the edge of the site;
- No residential development within Flood Zones 2 or 3;
- Incorporate ordinary watercourses (and any appropriate measures) and address existing surface water flood risk issues within comprehensive green infrastructure and / or SuDS approach;
- Development proposals to be informed by site-specific landscape and heritage assessment;
- Development-free buffer along eastern edge of site to minimise harm to adjacent listed building;
- Archaeological survey to be completed prior to development.

4.3.3 Although in the Rural area beyond the Green Belt this site is identified in the Submission Local Plan as a housing site at a time when the Local Planning Authority cannot demonstrate a five year deliverable supply of housing land (currently between 2.7 and 3.7 years). Paragraph 59 of the NPPF emphasises the importance of ensuring that a sufficient amount of housing land can come forward where it is needed and paragraph 73 of the NPPF advises that local authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies.

4.3.4 Paragraph 48 of the NPPF advises that emerging plans can be afforded weight according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);*
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).*

4.3.5 The emerging local plan is at an advanced stage and awaiting the Examination in Public Inspectors report. There are still unresolved objections to the policies in the plan including the LS1 allocation. It is considered that the policies in the emerging plan are closely aligned and consistent with the policies in the Framework.

4.3.6 Paragraph 49 of the Framework states that arguments that an application is premature are unlikely to justify a refusal of planning permission other than in the limited circumstances where both:

- a) *the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and*
- b) *the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.*

4.3.7 In this case, the emerging local plan (over the plan period 2011 – 2031) identifies the need to deliver at least 14,000 new homes for North Hertfordshire’s own needs, of which 4,860 homes are to be provided through local housing allocations including (LS1) (source: Policy SP8, Submission Local Plan). This application at LS1 represents 1% and 3% of these totals respectively. In terms of the local allocations the application site represents 1 of 21 locations spread throughout the district. Whilst the proposed development at LS1 will make a positive and meaningful contribution to meeting future housing needs, when considered in context with the overall development needs over the plan period the application cannot be considered so substantial or significant to undermine the plan making process. Given this analysis it is not necessary to consider paragraph 49 b) as both grounds need to be satisfied.

4.3.8 Accordingly, given the advanced stage of the emerging local plan, the absence of a five year housing land supply and that the determination of this application cannot be considered premature because of its limited significance to the overall housing requirement in the district, there is a presumption in favour of granting planning permission for sustainable development in accordance with paragraph 11 d) of the Framework. The Framework caveats the presumption of granting permission for sustainable development if there are clear reasons for refusing development or the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against all policies in the Framework. In this case there are a number of issues of harm in terms of the economic, social and environmental objectives of sustainable development that need to be assessed such as the impact on designated heritage assets, landscape and visual effects, highway impact and flood risk and these matters are considered in more detail below.

Summary on the principle of development

4.3.9 The site is immediately adjacent the settlement of Henlow Camp (Minor Service Centre) and a short distance to Lower Stondon (Large village). These settlements contain a range of facilities and services. There are bus services along the A600 adjacent to the site that serve local villages and towns including Hitchin. The site is not of high landscape value as noted in the Pirton Lowlands character area assessment. The site is clearly contained by the A600 to the west, buildings associated with The Manor to the east and four residential properties and a public footpath along the southern boundary. It has a close physical association with the villages to the north emphasised by footpath linkages. The site is not contaminated and there is no evidence of significant archaeological remains. In terms of achieving the social strand of sustainability the site has the potential to deliver much needed residential development, including affordable housing, in a location which is accessible to everyday services. Given all of these factors it is considered that the site is suitable for residential development in principle.

4.3.10 It is furthermore noted that the LPA did not raise an 'in principle' objection to the previous application (ref: 17/02175) refused in March 2018. That application was refused on grounds of harm to heritage assets and the amount and scale of development, its scale, form and appearance together with the lack of a Section 106 agreement.

Character and Appearance

4.3.11 The application site consists of mainly arable farmland with a smaller grassed field / paddock in the north eastern corner. It forms part of a wider agricultural landscape to the south. It is generally open in character and of limited landscape features except for the remnants of the former railway embankment now overgrown and a feature which is to be retained as part of the development. The application site is not covered by any statutory designations for landscape character or quality. It lies within the Pirton Lowlands character area (218) of the North Herts Landscape Study (2011). The document describes the Pirton Lowlands area overall as low landscape value.

4.3.12 The application site has a close physical connection with Henlow Camp settlement to the north although its open character means it is visually sensitive to new development given the proximity of the A600 and adjacent footpaths. The approach to the settlement along the A600 from the south provides clear views of the site as well as the backdrop of housing development comprising the Railway housing estate and the older Southern Avenue forming part of The Camp housing estate. The Camp development being older and of more spacious two storey development has, to an extent, blended into the landscape, whilst the Railway development with its high density and 2.5 storey scale provides for a more abrupt and hard urban edge to the village even with the play area and watercourse which defines the boundary of the settlement.

4.3.13 The LPA raised concerns with the previous development in relation to the number of houses, the height, density and scale of development, excessive hardsurfacing, lack of soft landscaping and generally the urban form which was considered to be harmful to the character and appearance of the area and the setting of Old Ramerick Manor. This revised application seeks to address these issues and the following changes are proposed:

- reduction in dwellings from 180 to 144 (overall 20% reduction)
- relocation of development further away from eastern and southern boundaries
- reduction in density in eastern and southern areas of the site
- reduction in height of development (all houses are now two storey with no 2.5 or 3 storey development)
- change from urban form to village character
- provision of new village green and greenway through the centre of the site
- new orchard and avenue planting
- change in design and materials to reflect rural edge location and agrarian landscape
- improved open vistas towards Old Ramerick Manor and group of associated buildings
- general reduction in scale and density along western boundary.

- 4.3.14 As a result of the above amendments to the previous scheme is a proposal that is far more sensitive to and better integrated with the surrounding pattern of development. A higher density of housing is focussed in the northern part of the site close to the settlement edge of Henlow Camp. In this area new public open space is proposed with footpath linkages into Henlow via the A600, The Railway and Henlow Camp. The density of development decreases towards the southern part of the site with a wide buffer of open space and new tree planting along the boundary with footpath 001 and the barn complex associated with Old Ramerick Manor. A key feature of the development is a wide landscape corridor through the centre of the site from north to south incorporating a village green, retention of former railway embankment and new pedestrian and cycleway connecting footpath 001 with Henlow. The main access into the site takes the form of a tree lined 'avenue' leading directly to the village green and play area. Highway engineering is more informal with shared surfaces and permeable block paving. Character areas are proposed throughout the site which provide local identity and distinctiveness with housing in the southern edge of the site having a more vernacular style and scale. Design features such as gables, porches, sash style windows, timber weatherboarding, chimneys and car barns create a more traditional appearance and an appropriate rural edge to the development.
- 4.3.15 Overall there is a reduction in density as a result of the decrease in housing numbers and the maximum two storey height represents a transition in scale from The Railway development to the north of the site to a looser, more appropriate form of development to the south that responds to the scale of houses at Ramerick Cottages that also provides a substantial buffer with the wider open farmland landscape further south.
- 4.3.16 The development is well integrated with local footpaths. Along the A600 boundary, pedestrians are separated from the main road by a landscaped corridor before linking onto the existing footpath in the north eastern corner. The central footpath / cycleway links into The Railway development to the north and footpath 001 to the south (and onwards further south via footpath 003). The applicant has agreed to fund an upgrade of the existing footpath (to include new surface and increased width) along the A600 as far south as the Holwell Road junction.
- 4.3.17 As an agricultural field the site has limited landscape value. The proposals will introduce landscape enhancements that include new tree, hedge and shrub planting and the retention and maintenance of the former railway embankment. Together with new open space, the landscaping will be managed via a landscape management plan. The measures for landscape enhancement responds positively to the Landscape Study guidelines for Pirton Lowlands that includes the desire to protect and preserve the pattern of existing landscaping and encourage new planting to screen new development that could intrude into panoramic rural views.

4.3.18 The provision of 144 dwellings on currently open land would, inevitably, result in a significant change in the character of the site. The form of development would be an improvement though on the immediately adjoining development to the north, particularly in terms of scale, design, density and landscape quality. Although physically separated from The Railway development to the north (by approximately 40 metres) the application site is closely associated with and contained by it and the adjacent footpaths, cottages and barns and new houses at Old Ramerick Manor. With the green infrastructure and open space as proposed, the proposed development would fit comfortably within this setting. The development would represent a southwards extension of Henlow however the settlement is expanding following the completion of new housing development and several permission for residential extensions having recently been granted planning permission with further planning applications pending. In particular, the granting of outline planning permission for up to 85 dwellings on the Welbeck site with an access road opposite the LS1 site, with a similar southerly alignment including open space, is an example of how the settlement character and form is changing. As such any additional harm resulting from the LS1 proposals would be limited.

Summary on character and appearance

4.3.19 There would be further expansion of Henlow as a result of this development but for the reasons set out above this would not amount to significant harm to the character and appearance of the site or the settlement as a whole. There would be no substantial harm to the landscape of the site and its surroundings or to the character of the wider Pirton Lowlands landscape character area. There would, particularly in the longer term once the landscaping proposals have been established, be no significant visual effects. The development has been re-designed to take account of the settlement edge location and the density, form and layout is responsive to and respectful of its surroundings. Overall it is concluded that the development would not be harmful to the character and appearance of the area.

Highways, access and parking matters

4.3.20 The application proposes a single point of access / egress onto the A600 Bedford Road via a T – junction 6 metre wide access road with footpaths either side. A footway inside the application site will connect to the existing northbound footpath on the A600 into Henlow and existing footpath widened to 2m to tie in with the existing 2m wide footway south of Boundary Close. Two new bus stops are proposed on the A600 north of the access road and various traffic calming measures introduced on the carriageway (in conjunction with the approved development at Welbeck). The existing 30mph speed limit will be relocated further south and gateway features introduced to warn of a change in speed restriction. The applicant has agreed, via Section 106 Agreement to fund highway improvement/ capacity works to the Turnpike Lane / Bedford Road roundabout in Ickleford and to fund a widening of the existing footway south of the application site for approximately 1600 metres to the Holwell Road junction.

- 4.3.21 The submitted Transport Assessment includes a commitment to a residential Travel Plan and monitoring costs. The Highway Authority have advised that Data analysis within the TA together with traffic impact assessments demonstrates that the development proposals will not result in a severe impact on the local highway network, subject to the agreed mitigation works. As such, and as with the previous application, the highway authority do not raise any objections to the proposed development on highway safety grounds.
- 4.3.22 Footpath connections are proposed to the Railway amenity land to the north across the watercourse and onto footpath 001 along the southern boundary. A further link across third party land to connect with footpath 002 is considered achievable by Central Bedfordshire Rights of Way officer and is shown indicatively on the submitted plan.
- 4.3.23 The site would be connected to Henlow Camp / Lower Stondon to the north via the A600 and Railway amenity area. It is envisaged that the provision of a upgraded footpath link to Holwell Road to the south will be extended to reach Ickleford and Hitchin with financial contributions from the proposed emerging local plan site IC3 on the north side of Ickleford (Land off Bedford Road, dwelling estimate 150 homes).
- 4.3.24 On site car parking is provided in accordance with NHDC's parking standards and all garages within the scheme meet the minimum requirement of 7m x 3m for a single garage. Each dwelling with on-curtilage parking or a garage will be provided with electric vehicle (EV) recharging points and 10% of communal parking spaces will also provide with EV recharging infrastructure.
- 4.3.25 It is acknowledged that representations have been received that claim that the development is unsustainable and that the occupiers of the site at LS1 will use cars for everyday needs and to access services. The submitted Transport Statement sets out the existing local services and facilities (Table 5.2). It is shown here that the majority of services and facilities in Lower Stondon and Henlow Camp can be reached on foot from the application site within 12 – 20 minutes with cycle journey times significantly less. Car journeys to these facilities would be short and the provision of footway linkages and improvements to existing footpaths and new bus stops would assist in facilitating and encouraging non-car movements to and from the site.
- 4.3.26 The NPPF encourages new development *'to be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'*. It is considered that with the package of transport improvements in support of the development the site will be well connected to local services and facilities to encourage sustainable transport trips. The NPPF does recognise however that *'opportunities to maximise sustainable transport solutions will vary between urban and rural areas and this should be taken into account in both plan-making and decision making'*.
- 4.3.27 It is also acknowledged that a number of representations have been received raising concerns over pedestrian and highway safety. The submitted TA and the response from the Highway Authority reveal no evidence that this would be the case taking into account the off-site measures to mitigate the impact of the development on road safety. Indeed, the NPPF states at paragraph 109 that *'development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

Summary on highway matters

4.3.28 The submitted Transport Assessment has been scrutinised by the Highway Authority and found to be acceptable in highway terms. The development can be integrated with Henlow Camp and Lower Stondon (and the wider footpath network) via suitable and achievable footpath connections. The developer is willing to make significant contributions towards mitigating the highway impact of the development and to ensure that there are sustainable transport options. Traffic calming proposals would improve highway safety on the A600 in the vicinity of the site. There is no evidence to suggest that the residual cumulative impact of the development in highway terms is severe and as such the development would be compliant with the Framework in this regard.

Impact on heritage assets

4.3.29 Old Ramerick Manor House is located to the east of the application site and the vehicular approach to it is along the access track from the A600 which is also public footpath 001. The Manor House is grade II* listed and dates from the 13th Century. The house has recently been refurbished following the redevelopment of farmbuildings that formed part of its historic curtilage. Historic barns located to the west of the Manor House have been converted to residential use forming part of the redevelopment scheme and they are considered non-designated heritage assets. There is no conservation area designation around or including the Manor house or the associated former farm buildings.

4.3.30 The Manor house is largely screened from views from the application site and from Bedford Road to the east by the converted barns and new residential properties on the site of former agricultural buildings. The form of the Manor can be partially seen from the access track from Bedford Road which forms part of footpath 001. The application site contributes to the significance of the listed building in an agricultural context by virtue of the site forming part of the former agricultural land attached to the farmhouse. The adjacent barns are no longer in agricultural use and their functional association with the application site has been lost.

4.3.31 In response to the previously refused proposal for 180 dwellings, the current application shows that densities of the housing have been reduced along the southern and eastern edges of the site where the development is closest to the former farm complex and public footpath / trackway access. The height of proposed houses has been reduced and more traditional materials and vernacular form introduced to reflect the rural edge / agrarian landscape. Car parking has also been reduced along the eastern edge of the site. A wide landscape belt is proposed along the southern / eastern edge of the site including a new orchard. Landscaping as now proposed is intended to provide filtered views to and from the Manor house as opposed to more dense planting.

4.3.32 Historic England (HE) in their comments on this planning application advised as follows:

'The revised submission now consulted on is for a reduced density of development across the whole site, providing a total of 144 dwellings. The design modifications would remove housing from the immediate setting of Old Ramerick, and give a landscape buffer to the approach road to the Manor and manorial group of buildings. The proposed revisions to the design would substantially reduce the impact of development on the setting of Ramerick Manor, although inevitably the rural setting of the building would be further eroded as a result of development. Such an erosion should be seen as a harm to the historic environment as defined by the NPPF. In determining this application, your authority should weigh that harm against the public benefit that might accrue as a result of the development'

4.3.33 The current proposal is clearly an improvement on the previous scheme in terms of the impact on the designated asset and HE acknowledge this in their comments that *'the design would substantially reduce the impact of development on the setting of Ramerick Manor'*. It is considered that the new layout allows the Manor to be continued to be experienced in an agricultural setting and that the harm previously identified by the 180 dwelling scheme is now reduced. The nearest part of the housing development to the Manor is now 90 metres (295 feet) in between which are the barn conversions and new dwellings recently constructed. In addition to this separation distance is the setting back of the development from the approach road to the Manor allowing uninterrupted views of the Manor group from this track. The open setting to the Manor to the north and east is retained. Taking all these factors into account it is considered the overall effect of the proposal on the heritage asset would fall within the 'less than substantial' category for the purposes of paragraph 196 of the NPPF.

Summary of heritage impact

4.3.34 Paragraph 193 of the NPPF states that when considering harm to the significance of a designated heritage asset great weight should be given to the asset's conservation and that such weight increases the more important the asset. In this case a balanced judgement is required between the conservation of the asset and the public benefits that result from the proposal and these are set out in the planning balance below. However, it is considered that the public benefits of this proposal, including 57 affordable dwellings, outweighs the limited harm to the heritage asset that has been identified above.

Environmental considerations

4.3.35 Drainage and flooding

The submitted Flood Risk Assessment confirms that although the site falls mainly within Flood Zone 1, the watercourse running along the northern boundary of the site lies within Flood Zone 2 and 3. However there is no development proposed within this area. The FRA advises that a drainage strategy, incorporating SUDs attenuation features, has been devised for the site following hydraulic modelling to ensure that the site can be adequately drained. The SUDs drainage system will be maintained by a management company. Foul drainage will be connected to the public sewer network north of the site in accordance with a Section 98 agreement with Anglian Water. A maintenance / access zone is to be maintained along the northern boundary for future water course maintenance operations.

The Lead Local Flood Authority, the Environment Agency and Anglian Water raise no objections to this development proposal subject to conditions. The FRA advises that the development will not result in flood risk elsewhere and it proposed to adopt a sustainable urban drainage system to manage surface water run-off from the development. In the light of these measures and the responses received from the relevant statutory consultees it is considered that the proposals comply with the advice in Section 14 of the Framework in terms of managing flood risk.

4.3.36 Ecology

The application site does not contain any specific wildlife / habitat designations. The majority of the application site is arable and with little ecological value however the field margins and the grassland, railway embankment, watercourse and ponds to the north all have potential habitat conservation issues. The Council's ecological advisors do not object to the proposals on nature conservation grounds however due to the potential impact on farmland birds have suggested alternative off-site mitigation measures. The applicant has agreed to fund an ecological enhancement project in the parish to off-set the potential impact. Overall it is considered that the proposals will not result in any adverse ecological impacts and will potentially lead to biodiversity enhancements with the establishment and managed of the landscaped areas and public open space.

4.3.37 Archaeology

On site archaeological investigations have been completed and an archaeological evaluation report published. Hertfordshire County Council's Historic Environment officer has noted that the majority of the site has been sufficiently evaluated to establish that no significant archaeological features are present. Some concerns remain regarding the extent of the attenuation areas and the potential for archaeology in these areas therefore a further Written Scheme of Investigation (WSI) is required by planning condition should permission be granted.

4.3.38 Noise

The main source of noise affecting the site is the A600 Bedford Road. The acoustic assessment accompanying the application advise that external amenity areas on the site will not be exposed to excessive levels of road traffic noise. The dwellings which face the A600 Bedford Road can achieve acceptable internal noise levels with the use of acoustically upgraded glazing and ventilation incorporated into dwelling design. The Council's Environmental Health officer raises no objections subject to a condition requiring compliance with the recommendations in the acoustic report.

4.3.39 Living conditions

Concern has been raised from residents living nearby to the proposed development with regard to loss of privacy, overshadowing and loss of light. The nearest residents to the north of the site in The Railway are some 40 metres distant from the nearest proposed dwellings and are therefore unlikely to be affected. Residents in Ramerick Cottages and Ickleford Cottages are closer however these dwellings have large established gardens that provide adequate separation distance. Residents in the converted barns and new build properties close to Old Ramerick Manor are similarly well separated from the new development (by at least 45 metres including the intervening public footpath and landscaping). I conclude that the living conditions of existing residents would not be significantly affected.

4.3.40 Summary on environmental impact

No technical objections are raised to this development by the relevant statutory consultees and the layout of the development would not prejudice the living conditions of existing residents.

Sustainability

4.3.41 To achieve sustainable development the economic, social and environmental objectives set out in Section 2 of the Framework must be met.

4.3.42 In terms of the economic objective the development will provide homes that will support economic growth, innovation and productivity in a location close to employment sites and employment opportunities further away through the nearby transport network. The construction of the development and on-going maintenance of it will result in construction jobs and employment in the service sector. The development will result in increased expenditure for local goods and services, boosting the local economy and helping to sustain the vitality and viability of local shops and services. Increased Council tax revenue will help to maintain public services.

4.3.43 In terms of the social objective, a number of community benefits will accrue from this development. Firstly, it will provide valuable housing, including a high percentage of affordable housing that meets local housing need, in a district that is suffering from a lack of housing supply. A range of house types and tenures will assist in meeting this need. The proposal will boost the supply of housing in the district in accordance with Section 5 of the Framework ('Delivering a sufficient supply of homes'). Secondly, the site will deliver housing in a high quality residential environment featuring a large amount of public open space and ready access to a network of public footpaths. The development would be well connected to the existing community of Lower Stondon and Henlow Camp and by public transport to larger towns. As such the development will provide access to the social, recreational and cultural facilities and services that the community needs. The proposal will achieve a well-designed sense of place and make effective use of land. The development will be in accordance with sections 8, 11 and 12 of the Framework.

4.3.44 In terms of the environmental objective it has been concluded above that this revised development will not be harmful to the character and appearance of the locality. The visual effect of this development has been evaluated as not having an adverse impact on the Pirton Lowlands landscape character area which is identified as being of low overall landscape value. The loss of high grade agricultural land is necessary to achieve the District's housing need which cannot be met within existing urban areas. Even so, the site is part of a wider agricultural landscape within which arable farming is the predominant land use and therefore the magnitude of the loss is considered proportionately acceptable. The impact on heritage assets is considered less than substantial and the harm outweighed by the public benefits. The site has limited ecological interest and there is potential for a net increase to biodiversity through additional landscaping in accordance with Section 15 of the Framework. The site is not isolated in terms of transport with the site accessible by public transport and local services can be reached on foot and by cycling in accordance with Local Transport Plan objectives and Section 9 of the Framework.

4.3.45 Summary on sustainability

Overall, it is considered that the proposals represent a sustainable form of development that complies with national and local planning policy and guidance.

Planning Obligations

4.3.46 In considering Planning obligations in relation to this development the Framework advises that:

Planning obligations should only be sought where they meet all of the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

4.3.47 The LPA has held detailed negotiations with the applicant and agreement has been reached on the following Heads of Terms and financial contributions (with the exception of Primary school contributions where further negotiation is on-going between the parties including the Education Authority):

Element	Detail and Justification	Condition/Section 106
Affordable Housing	<p>On site provision of 57 affordable dwellings based on 65% rented tenure (units of mixed size) and 35% intermediate tenure (units of mixed size)</p> <p>NHDC Planning Obligations Supplementary Planning Document</p> <p>Submission Local Plan Policy HS2 'Affordable Housing'</p>	S106 obligation

Primary Education educations	<p>Full contribution based on Table 2 of the HCC Toolkit index linked to PUBSEC 175. To be used towards the provision of a new primary school. Amount to agreed with Herts County Council</p> <p>Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD and HCC Toolkit</p>	S106 obligation
Secondary Education contributions	<p>Full contribution based on Table 2 of the HCC Toolkit index linked to PUBSEC 175. To be used towards the expansion of The Priory School, Hitchin Amount before index linking: £385, 791.00</p> <p>Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD and HCC Toolkit</p>	S106 obligation
Library Services	<p>Full contribution based on Table 2 of the HCC Toolkit index linked to PUBSEC 175. To be used towards the development of a Creator Space and reconfiguring of floorspace at Hitchin library.</p> <p>Amount before index linking: £27,683.00</p> <p>Policy SP7 'Infrastructure requirements and developer contributions'</p> <p>Policy 51 of the North Hertfordshire District Local Plan No. 2 with Alterations. Planning Obligations SPD and HCC Toolkit</p>	S106 obligation
Youth Services	<p>Contribution towards the development of outreach work based out of the Bancroft Centre in Hitchin or its re-provision. Amount before index linking : £7,391.00</p> <p>Policy SP7 'Infrastructure requirements and developer contributions'</p>	S106 obligation

Health Services	<p>Contribution towards GP Core Services (expansion of Lower Stondon Surgery): £117,346.22</p> <p>Policy SP7 'Infrastructure requirements and developer contributions'</p>	S106 obligation
Sustainable Transport contributions	<p>Full contribution based on NHDC Planning Obligations SPD.</p> <p>To be spent on:</p> <p>1) Upgrading roundabout on A600 / Turnpike Lane junction at Ickleford</p> <p>Amount before index linking: £60,000</p> <p>2) Widening of existing footway to footway/ cycleway on east side of A600 south of the site for a length of approximately 1600 metres to junction with Holwell Road.</p> <p>Amount before index linking: £202,000</p> <p>3) Travel Plan contribution to HCC to cover assessment and monitoring costs:</p> <p>Amount before index linking £6,000</p> <p>Policy SP7 'Infrastructure requirements and developer contributions'</p>	S106 obligation
St. Katherines Church, Ickleford	<p>St. Katherines Church Room-for-all community project. An extension to the grade I listed building for community use.</p> <p>Contribution £10,000</p> <p>North Hertfordshire Partnership Sustainable Community Strategy 2009 - 2021</p>	S106 obligation
Ickleford Parish Council community sports	<p>Playground equipment: £20,000</p> <p>Ickleford Sports Club Facilities and Equipment: £20,000</p>	S106 obligation
NHDC Waste Collection & Recycling	<p>Full contribution based on NHDC Planning Obligations SPD. Amount total before index linking: £8,919</p> <p>Policy SP7 'Infrastructure requirements and developer contributions'</p> <p>Planning Obligations SPD</p>	S106 obligation

Central Bedfordshire Council Rights of Way Unit – public access improvements	Two public access improvement projects: 1) Bridging of watercourse north of the application site: £20,000 2) Dedication of approximately 30 metres length of public footpath to link the north-east corner of the site to Henlow Public Footpath No. 16. Requires compensation to landowner: £3,500	S106 obligation
Ecological off-site compensation scheme	Contribution towards restoration of lagoon and reedbed, Burymead Springs, Ickleford Contribution : £10,000	Section 106 obligation
Open space/Landscape buffer management and maintenance arrangements	Private management company to secure the provision and long term maintenance of the open space/landscape buffer and any SuDs infrastructure Policy SP7 'Infrastructure requirements and developer contributions'	Section 106 obligation
Fire Hydrants	Provision within the site in accordance with standard wording Policy SP7 'Infrastructure requirements and developer contributions'	Section 106 obligation

4.4 Planning balance and conclusion

4.4.1 The LPA does not have up-to-date housing policies in its local plan and cannot demonstrate a five year deliverable supply of housing land. This means that paragraph 11d) of the Framework is engaged. This states that where there are no relevant development plan policies which are most important for determining the application are out-of-date, granting planning permission unless:

- i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or
- ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole

- 4.4.2 In this case the impact of the development on the significance of Old Ramerick Manor as a designated historic asset falls to be considered under (i) above. In this regard the proposal would not have a direct effect on the historic building given its distance from the development. It is the contribution that the application site has to the agricultural setting of the listed building that is the most important consideration. Historic England consider that this revised scheme '*would substantially reduce the impact of development on the setting of Ramerick Manor.*' although they consider that the rural setting of the building would be further eroded. In this regard it is considered the rural setting of the building has been significantly affected as it has no functional association with the surrounding farmland and the setting has been further diminished by the residential conversion of the adjacent barns and new build housing on the site of previous farmyard buildings which formed part of the Manorial group. Views of the Manor house are limited on approaches to it along the access track and from large parts of the application site. It has been concluded above that the development will lead to less than substantial harm. This harm should be given moderate weight in the planning balance.
- 4.4.3 The proposal would provide 144 dwellings of which 57 would be affordable dwellings. The mix and tenure of the units would accord with the Council's housing officer and the Parish Council's housing needs survey. There is a recognised need for affordable housing in the district and such provision is a high Government priority as evidenced by the advice in Section 5 of the Framework. As such the provision of affordable housing as well as a large number of market housing must be given significant weight. Moreover, the site is essential to addressing the housing shortfall in the district given its allocation in the emerging local plan particularly in the short term. Indeed the applicant has indicated a commitment to completing the development early on in the plan period.
- 4.4.4 Moderate weight must be attached to the economic benefits of the proposal including construction spending and job creation and additional spending in the local economy and support for local services by future occupiers.
- 4.4.5 The site is located in a sustainable location immediately adjacent to the combined settlements of Lower Stondon and Henlow Camp designated as a large village and minor service centre within which there is a range of shops and community services. The site is not a town centre location and cannot be regarded as highly accessible. The NPPF does however advise in paragraph 103 that opportunities to maximise sustainable transport solutions will vary between urban and rural areas and therefore this should be taken into account in decision making. Given the range of facilities in Lower Stondon / Henlow however it is considered that sustainability must be given moderate weight.
- 4.4.6 The application site does not fall within a protected landscape and the landscape value of the area is considered low. The site is immediately adjacent the built up edge of Henlow Camp and contained by the A600 Bedford Road, public footpaths and cottages along the access track to Old Ramerick Manor. In view of amendments to the scheme to reduce visual and landscape impact it is considered that limited weight must be attached to landscape harm.

4.4.7 The proposal would result in the loss of some open land and a significant expansion of built development into the countryside. However, as the landscape and visual effect of the development is limited and the impact on heritage assets is less than significant it is my conclusion that the adverse impacts of these elements do not significantly and demonstrably outweigh the benefits mentioned above. The balance is therefore in favour of granting planning permission as prescribed by paragraph 11 of the Framework.

5.0 Alternative Options

None applicable

6.0 Pre-Commencement Conditions

I can confirm that the applicant is in agreement with the pre-commencement conditions that are proposed.

7.0 Legal Implications

7.1 In making decisions on applications submitted under the Town and Country Planning legislation, the Council is required to have regard to the provisions of the development plan and to any other material considerations. The decision must be in accordance with the plan unless the material considerations indicate otherwise. Where the decision is to refuse or restrictive conditions are attached, the applicant has a right of appeal against the decision.

8.0 Recommendation

8.1 That planning permission be **GRANTED** subject to the following:

A) The completion of a satisfactory legal agreement and the applicant agreeing to extend the statutory period in order to complete the agreement if required and

B) The following conditions and informatives:

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. No part of the development shall be occupied until the proposed works shown on 'in-principle' I Transport drawing ITB12014-GA-101 revision E and Drawing: P18-0685_01 SHEET NO: REV: J; on the A600 are completed to satisfaction of the Highway Authority.

Reason: To ensure that the impact of development traffic on the local road network is minimised.

4. No part of the development shall be occupied until the proposed principal access road is provided as defined on I Transport drawing ITB12014-GA-101 revision E and Drawing: P18-0685_01 SHEET NO: REV: H; 6.0 metres wide for at least the first 100 metres thereafter the access roads shall be provided 5.0 metres wide to the current specification of Hertfordshire County Council and to the local Planning Authority's satisfaction.

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

5. No development shall commence until full details have been submitted to and approved in writing by the Local Planning Authority in relation to the proposed arrangements for future management and maintenance of the proposed streets within the development. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard

6. Prior to the commencement of the development, a Construction Management Plan/Method Statement shall be submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan/Statement.

The Construction Management Plan/Method statement shall address the following matters

- (i) Details of a construction phasing programme (including any pre-construction or enabling works);
- (ii) Hours of construction operations including times of deliveries and removal of waste;
- (iii) Site set up and general arrangements for storing plant including cranes, materials, machinery and equipment, temporary offices and other facilities, construction vehicle parking and loading/unloading and vehicle turning areas;
- (iv) Access and protection arrangements around the site for pedestrians, cyclists and other highway users;
- (v) Details of provisions for temporary car parking during construction;
- (vi) The location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures;
- (vii) Screening and hoarding details;

- (viii) End of day tidying procedures;
- (ix) Construction and storage compounds (including areas designated for car parking);
- (x) Siting and details of wheel washing facilities;
- (xi) Cleaning of site entrances, site access roads and the adjacent public highway and:
- (xii) Disposal of surplus materials.

Reason: To minimise the impact of construction vehicles and to maintain the amenity of the local area

7. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment carried out by RCP reference LAD/BNL/E4483/16718 dated June 2018 and following mitigation measures;
 1. Limiting the surface water run-off to a maximum of 13.4l/s generated by the 1 in 100 year + climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site. The following rates should be provided as maximum for each development area;
 - Detention basin 1: 5.0l/s
 - Detention basin 2: 7.9l/s
 2. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
 3. Undertake drainage strategy to include to the use attenuation basin as indicated on drawings BNL-E4483-014E and BNL-E4483-013F

Reason: To reduce the risk of flooding to the proposed development and future occupants.

8. No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The scheme shall also include;
 1. Detailed design of the drainage scheme including detailed engineered drawings of the proposed SuDS features including their, location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding discharge and volume calculations/modelling. The plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
 2. Demonstrate an appropriate SuDS management and treatment train and inclusion of above ground features reducing the requirement for any underground storage.
 3. Silt traps for protection for any residual tanked elements.
 4. Identification of any informal flooding areas and exceedance routes.
 5. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To reduce the risk of flooding to the proposed development and future occupants

9. Upon completion of the drainage works a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include;
 1. Provision of complete set of as built drawings for the site drainage
 2. Maintenance and operational activities
 3. Arrangements for adoption and any other measures to secure the operation of the scheme throughout its lifetime.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

10. No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:
 1. The programme and methodology of site investigation and recording
 2. The programme for post investigation assessment
 3. Provision to be made for analysis of the site investigation and recording
 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
 5. Provision to be made for archive deposition of the analysis and records of the site investigation
 6. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

The development shall take place in accordance with the approved Written Scheme of Investigation.

Reason: The site lies within an area where there is significant potential for archaeological remains and any finds should be retrieved and/or recorded before they are damaged or destroyed as a result of the development hereby permitted

11. The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the approved Written Scheme of Investigation and the provision made for analysis and publication where appropriate.

Reason: The site lies within an area where there is significant potential for archaeological remains and any finds should be retrieved and/or recorded before they are damaged or destroyed as a result of the development hereby permitted

12. The development hereby permitted shall be carried out in accordance with the noise mitigation measures detailed in section 4 and appendix 5 of the Cass Allen Associates report reference RP01-17634 Revision 1 dated 15th June 2018 (Acoustic Assessment- Land to the east of Bedford Road, Ickleford) relating to glazing, ventilation and acoustic fencing specifications. The development shall not be occupied until the approved scheme is fully implemented in accordance with the details provided. Once implemented, the scheme of measures shall be maintained in accordance with the details in perpetuity.

Reason: to protect the residential amenities of future occupiers of the development

13. No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the agreed foul water strategy unless otherwise approved in writing by the Local Planning Authority.

Reason: To prevent environmental and amenity problems arising from flooding

14. Prior to occupation, each of the residential houses with a garage or alternative dedicated car parking space shall incorporate an Electric Vehicle (EV) ready domestic charging point.

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality

15. Prior to occupation, the development shall include provision for 10% of the car parking spaces in the parking courtyards to be designated for plug-in Electric Vehicles (EV) and served by EV Charging Points.

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality

16. No dwelling hereby permitted shall be occupied unless and until an external lighting strategy has been submitted to and approved in writing by the local planning authority. The strategy shall be designed to minimise the potential adverse effects of external lighting on the amenity and biodiversity of the site and its immediate surroundings. The development shall be carried out in accordance with the approved details.

Reason: In the interests of biodiversity and local amenity

17. Prior to the commencement of the development details of a residential travel plan shall be submitted to and approved in writing by the Local Planning Authority. Measures within the approved travel plan shall be implemented in full within an agreed timetable set out in the plan, unless otherwise agreed in writing by the Local Planning Authority

Reason: In the interests of promoting sustainable transport and minimising the impact on local air quality

18. No development shall take place until a Construction Traffic Management Plan, which includes specified routes for HDV construction phase traffic and how emissions from construction vehicles can be reasonably minimised, is submitted to and approved in writing by the Local Planning Authority

Reason: To ensure the construction work traffic has no, or a minimal, impact on existing levels of air pollution within established Air Quality Management Areas within North Hertfordshire

19. Prior to the commencement of the relevant phase of the development hereby approved, full details of the pumping station and sub-station buildings and enclosures shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that development is implemented as approved.

Proactive Statement:

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1. Water Authority Informative:

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

2. NHDC Environmental Health Informative

1. EV Charging Point Specification:

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

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

- o A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed termination point within a garage or an accessible enclosed termination point for future connection to an external charge point.

- o The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF). This includes requirements such as ensuring the Charging Equipment integral protective device shall be at least Type A RCD (required to comply with BS EN 61851 Mode 3 charging).
- o If installed in a garage all conductive surfaces should be protected by supplementary protective equipotential bonding. For vehicle connecting points installed such that the vehicle can only be charged within the building, e.g. in a garage with a (non-extended) tethered lead, the PME earth may be used. For external installations the risk assessment outlined in the IET code of practice must be adopted, and may require additional earth stake or mat for the EV charging circuit. This should be installed as part of the EV ready installation to avoid significant on cost later.
- o A list of authorised installers (for the Government's Electric Vehicle Homecharge Scheme) can be found at <https://www.gov.uk/government/organisations/office-for-low-emission-vehicles>

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

- o Paragraph 120 of the NPPF which refers to the effects (including cumulative effects) of pollution on health, the natural environment or general amenity.
- o The aim of Section 4 'promoting sustainable development' of the NPPF, which includes in paragraph 35 'developments should be designed where practical to incorporate facilities for charging plug-in and other ultra low emission vehicles'.
- o HCC Local Transport Plan (LTP3) 2011-2031 which includes an aim 'to reduce transport's own contribution to greenhouse gas emissions and improve its resilience'.
- o It is consistent with the approach specified in the NHDC Air Quality Planning Guidance Document that is referenced within the current consultation version of the Local Plan

3. Additional Environmental Informative

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

4. Flood Authority Informative:

The applicant is advised that the adjacent watercourse is classified as an ordinary watercourse and lies in the Internal Drainage Board area. The applicant is advised to contact the IDB in relation to any concerns they may have as this may impact the proposed drainage strategy. Any works proposed to be carried out that may affect the flow within an ordinary watercourse will require the prior written consent under Section 23 of the Land Drainage Act 1991. This includes any permanent and or temporary works regardless of any planning permission.

5. Highway Authority Informatives:

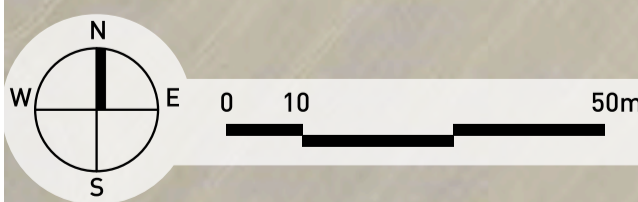
HCC recommends inclusion of the following highway informatives to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980:

1. Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 38/278 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 website <https://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.
2. It is advisable that all internal roads could be designed and built to adoptable standards.
3. Prior to commencement of the development the applicant is advised to contact the North Herts Highways Network Team [NM.North@hertfordshire.gov.uk] to arrange a site visit to agree a condition survey of the approach of the highway leading to construction access likely to be used for delivery vehicles to the development. Under the provisions of Section 59 of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of traffic associated with the development considering the structural stability of the carriageway. The County Council may require an Officer presence during movements of larger loads, or videoing of the movements may be considered.

KEY



SITE APPLICATION BOUNDARY



BEDFORD ROAD, LOWER STONDON - SITE LOCATION PLAN



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ITEM NO:

Location: **5 Green Drift
Royston
Hertfordshire
SG8 5DB**

Applicant: **Mrs Golding**

Proposal: **Erection of 4no. four bedroom townhouses with private amenity space, car parking, and associated infrastructure and ancillary works, following demolition of existing bungalow and outbuildings.**

Ref. No: 18/02404/FP

Officer: **Andrew Hunter**

Date of Expiry of statutory period: 2nd November 2018

Reason for delay:

An extension of time has been agreed to allow the application to be reported to Planning Committee

Reason for referral to Committee:

Councillor Ruth Brown has 'called in' the application in support of the objection from Royston Town Council.

1.0 Site History

1.1 18/01625/FP - Erection of 4no. four bedroom townhouses with private amenity space, car parking, and associated infrastructure and ancillary works, following demolition of existing bungalow and outbuildings – Refused 13/08/18 for:

1. The proposal by reason of its height, size, bulk and design would result in a development detrimental to the character and appearance of the locality. This would be contrary to policy 57 of the north Hertfordshire District Local Plan No. 2 with Alterations, and the guidance set out in Section 12 (Achieving well-designed places) of the National Planning Policy Framework.

2.0 Policies**2.1 North Hertfordshire District Local Plan No. 2 with Alterations (Saved Policies)**

- Policy 8 – Development in towns
- Policy 21 – Landscape and open space pattern in towns
- Policy 55 – Car Parking Standards
- Policy 57 – Residential Guidelines and Standards

2.2 **North Hertfordshire Submission Local Plan 2011 – 2031**

Section 2 – Strategic Policies

- SP1: Sustainable development in North Hertfordshire;
- SP2: Settlement Hierarchy
- SP6: Sustainable Transport
- SP9: Design and Sustainability
- SP12: Green Infrastructure, biodiversity and landscape

Section 3 – Development Management

- D1: Sustainable design;
- D3: Protecting Living conditions
- NE1: Landscape
- T1: Assessment of transport matters
- T2: Parking

2.3 **National Planning Policy Framework 2018**

Section 5: Delivering a sufficient supply of homes

Section 9: Promoting Sustainable Transport

Section 12: Achieving well-designed spaces

Section 15: Conserving and enhancing the natural environment

2.4 **Supplementary Planning Documents**

Vehicle Parking Standards at New Development (2011)

2.5 **Hertfordshire County Council Local Transport Plan (LTP4 2018 – 2031)** (adopted May 2018)

3.0 **Representations**

3.1 **Local Residents** – The following objections were received:

- The density is out of character. The development would dominate this end of Green Drift. Overdevelopment of the site. The site would benefit from two 4 bedroom houses. There are no other houses of this design and density fronting Green Drift. The houses will not regenerate the town centre. Loss of a green space.
- Overpower the neighbouring Conservation Area.
- The changes are minimal from the previous application. The side elevation is clumsier than it was.
- Height and location, and associated obstruction of view and light. The dwellings should be at least 2m further from our boundary. No 'sun light' model has been submitted.
- The views of the Landscape Officer have been ignored.
- On-street parking encouraged by the extent of dropped kerbs. Suggest double yellow lines from Kneesworth Street.
- Safety issues for pedestrians and traffic due to the number of crossovers proposed. Close to a busy junction.
- Lack of parking provision. Existing parking problems.
- Length of parking spaces not specified. Danger of vehicles overhanging the public footway.
- No driver footpath for the 2nd parking space for each dwelling.
- There is a large tree close to the west of the site, which has not been addressed.
- Impractical bin storage. Bike storage not shown.

- Structural damage and disruption from construction.
- Street light and BT pole are not shown. No mention of the well.
- Strain on infrastructure, including water resources.
- Loss of property value.

3.2 **Royston Town Council** – Object to the application. It is an overdevelopment of the site.

3.3 **Herts County Council highways** – Does not wish to restrict the grant of permission, subject to conditions.

3.4 **Landscape** – No indication of vegetation to be lost or affected. Loss of front boundary wall and vegetation which contributes to the character of Green Drift in this location. Little space for planting. Concerned about the rear dormer windows and lack of space for planting.

3.5 **Environmental Protection** – No objection, however conditions are recommended.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

The application site comprises a detached bungalow with a hipped pitched roof which has two detached single garages on each side. The character of the locality is predominantly residential with terraced and detached dwellings, and flats in the converted building The Maltings, nearby. A car sales showroom is at the rear of the site. A Conservation Area adjoins the rear boundary of the site.

4.2 **Proposal**

Planning permission is sought for the demolition of the existing bungalow and its replacement with a terrace of 4 four-bedroom dwellings, which includes accommodation in the roof, and two rear dormer windows serving the middle two dwellings. The dwellings would have pitched roofs, and front and rear gable ends. The external materials are proposed to be grey slate tiles, buff coloured brick and white render. Each dwelling would have two parking spaces, which would require four new vehicular crossovers onto the public highway.

The changes to previously refused application 18/01625/FP are:

- A reduction in the main ridge height by 1m.
- Hipped ends not gable ends to both end dwellings.
- A reduction in the height of the rear and front gable ends by 1.1m and 0.9m respectively.
- The omission of all front dormer windows, with rooflights proposed.
- Two rear dormer windows with pitched roofs to serve both middle dwellings. A rooflight on the rear roof slope of each end dwelling.

4.3 **Key Issues**

4.3.1 The key material planning considerations are as follows:

- Whether the principle of the new dwellings are acceptable
- Siting and design of the proposal with regard to previously refused application 18/01625/FP and character and appearance of the locality
- Impacts on neighbour amenity
- Future living conditions
- Highways and parking
- Trees and landscaping.

4.3.2 **Principle of the development**

4.3.3 The site is in Royston, a Town as set out in Policy 8 of the adopted Local Plan, where development will be permitted if the aims of other relevant policies are met. Policy SP2 of the emerging Submissions Local Plan states that the majority of the District's development will be located within towns including Royston. New residential development on the site is therefore acceptable in principle, subject to complying with other relevant policies.

4.3.4 **Siting and design**

4.3.5 There are no objections to the demolition of the existing bungalow and its garage as it is not listed and not considered to be of significant historic or architectural merit.

4.3.6 The proposal will increase the number of residential units on the site from one to four with an associated increase in density of units, which will result in narrower individual dwellings and plots. The site is in an area of Green Drift where the density of residential properties are higher and consists of some terraced and detached and dwellings on narrower plots while there are also some detached dwellings on wider plots. There are also flats to the north-west (Malt House Place). A short distance to the east is Kneesworth Street which has a higher density residential character. In this context the four dwellings proposed on the site and their widths are considered compatible with the grain and pattern of development in the locality where their sizes and plots would be comparable to others nearby (for example Nos. 9-15 Green Drift, Maltings Close, and Ostler Court).

4.3.7 The proposed dwellings would be sited further forwards on the site than the existing bungalow. The main front elevation walls would be sited on a similar building line as the nearby buildings on the east and west, and are considered acceptable in this respect. The dwellings would have comparable footprints, widths and depths to nearby dwellings therefore these aspects of the proposal are acceptable.

4.3.8 The aspects of the proposal referred to in 4.3.6 and 4.3.7 are consistent with those of previously refused application 18/01625/FP, which were considered acceptable in its assessment. This is also applicable to the external materials, more contemporary design approach, and front elevation Juliette balconies.

4.3.9 Previous application 18/01625/FP was refused for the following reason:

The proposal by reason of its height, size, bulk and design would result in a development detrimental to the character and appearance of the locality. This would be contrary to policy 57 of the north Hertfordshire District Local Plan No. 2 with Alterations, and the guidance set out in Section 12 (Achieving well-designed places) of the National Planning Policy Framework.

4.3.10 The key parts of the officer delegated report relating to this reason were:

The proposed dwellings would be approximately 9.4m high with pitched roofs and gable ends, and would collectively appear large within the site and in the street scene. The 9.4m height would result in the dwellings appearing significantly higher than the buildings to the east and west, which are predominantly two storey buildings with shallower pitched roofs. The proposed dwellings would also appear larger in height than Malt House Place to the north-west and the buildings on the south opposite side of Green Drift.

Therefore for the reasons above the proposed dwellings would be considered to appear significantly higher and bulkier than nearby buildings, and would appear visually dominant within the street scene and therefore detrimental to its character and appearance. These visual impacts would be exacerbated by the proposed first floor front gable ends to each dwelling which would have a depth of approximately 0.8m from the main front walls.

4.3.11 The current application has reduced the main ridge height by 1m to 8.4m and has changed the roof design of the end dwellings from gable ends to hipped ends on their side elevations which have reduced the height, size and bulk of the dwellings. The front and rear projections have been reduced in height, size and bulk. The front dormer windows have been omitted, which amount to a smaller further reduction in size and bulk.

4.3.12 The most significant alteration to 18/01625/FP is the reduction in height and bulk of the main roofs of the dwellings. The maximum height proposed of 8.4m is closer to the heights of nearby buildings such as No. 3 Green Drift, The Maltings, 46 Kneeswoth Street, and the relatively new residential development Ostler Court to the south-west (including No. 1 which fronts onto Green Drift). The use of hipped side ends to the main roofs of each end dwelling would be consistent with the hipped roofs of the existing dwelling on the site, No. 3a Green Drift, and No. 46 Kneeswoth Street which extends partially along Green Drift.

4.3.13 Due to the reduction in height of the dwellings and the changes to the roof design of both end dwellings it is considered that the dwellings proposed are smaller in height, size and bulk than those previously refused under 18/01625/FP. The proposed dwellings are now considered comparable in height to nearby buildings and are considered compatible with the character and appearance of the street scene. The side hipped ends will further reduce the visual impacts of the dwellings in general and compared to the previously refused application. The current application retains the front first floor projections, however their roof pitches and heights have been reduced. The front dormer windows have also been omitted from the current scheme. The two rear dormer windows are considered to be of an acceptable design and would appear subordinate on the rear roof slopes of their respective dwellings and are acceptable.

- 4.3.14 The proposed dwellings are not now considered to be dominated by their roofs and front projections, with their roofs appearing more proportionate to the heights of the first and ground floors of the dwellings. Overall, taking the changes made into account, it is considered that the reason for refusal has been overcome as the proposed dwellings are of a height, size, bulk and design that are considered compatible with the character and appearance of the street scene. The size, siting, design and appearance of the proposed dwellings are therefore considered acceptable.
- 4.3.15 **Neighbour amenity**
- 4.3.16 The property to the rear is a car showroom, therefore as this is not a residential property no loss of amenity will be caused. The dwellings will be approximately a minimum of 17m from Malt House Place which is north-west and at an oblique angle, therefore it is not considered overbearing impacts, loss of light and loss of privacy would be caused to the residential properties in Malt House Place. The dwellings will be approximately 13.5m from No. 9 Green Drift which is considered a sufficient distance to avoid overbearing impacts and loss of light, while no loss of privacy will be caused as no openings are proposed facing No. 9.
- 4.3.17 The property that adjoins the east boundary of the site, No. 3a Green Drift, is part commercial and part residential. The residential element occupies the narrower part of the building behind No. 3 Green Drift. Given the location of this residential element relative to those of the proposed dwellings, it is not considered that the proposal would appear overbearing or cause loss of light, privacy and amenity to that property.
- 4.3.18 No. 3 Green Drift to the east is a detached dwelling. The proposed dwellings would be approximately 9.5m from the side of No. 3 and due to their location and the separation distance they would not be considered to appear overbearing or cause loss of light to the front and rear elevations and gardens of No. 3. No loss of privacy would be caused as no openings are proposed facing No. 3. No. 3 contains three side elevation openings – two are on the ground floor and have their outlook restricted by a fence on the side party boundary, therefore it is not considered that the proposed dwellings would cause materially greater impacts than the existing situation. The other side opening is a first floor window which would experience a change to its outlook, however this window is obscure glazed therefore due to this and the distance to the proposed dwellings it is not considered the impacts would be unreasonable and harmful to the amenity of No. 3.
- 4.3.19 Regarding the objections received, the majority have been addressed elsewhere in this report. Impacts from construction can be managed by condition if permission was to be approved. Impacts on property values and water resources are not material planning considerations, and the proposal is of a size such that financial contributions towards other infrastructure are not required. A lamp-post outside the site may need to be relocated if permission was to be granted, which would need to be arranged with the utility owner and details could be agreed by condition. The telegraph poles are outside the site and it is not considered they would need to be relocated.

4.3.20 The proposed dwellings are in any case in a very similar location as those proposed for previous application 18/01625/FP, which was considered acceptable with regards to impacts on the amenity of nearby dwellings. As the dwellings now proposed have lower heights and hipped roof ends, they will have lesser impacts than those proposed previously. Overall I consider that the living conditions and amenity of existing residents would be acceptable.

4.3.21 Living conditions

4.3.22 The proposed dwellings would be considered to receive adequate outlook and light for their main habitable rooms and their private rear gardens. The rear gardens for the proposed dwellings would be of a sufficient size and quality to provide an acceptable area of amenity space.

4.3.23 The first floor south-east facing windows of the flats in Malt House Place face towards the westernmost proposed dwelling. There are four windows, two of which face primarily towards the rear wall of a building at the rear of the car showroom site and would not be considered to cause loss of privacy to the western dwelling. The middle left window serves a bathroom, therefore as this room is used infrequently it would not cause loss of privacy. The left window serves a bedroom and would be approximately 17m from the west dwelling, which is considered a sufficient distance to prevent loss of privacy to the occupiers of the dwellings. These conditions would also be comparable to those assessed as being acceptable in the determination of previous application 18/01625/FP. Future living conditions are considered acceptable.

4.3.24 Highway, access and parking considerations

4.3.25 The County Council highway authority has not objected to the proposed four new vehicular accesses that would be required to serve each proposed dwelling – there are no reasons evident for officers to take a different view therefore impacts on the public highway are considered acceptable.

4.3.26 Two parking spaces would be provided for each dwelling. This provision would meet the minimum requirements of the Council's 2011 parking SPD and the parking requirements of the Submissions Local Plan. Each space would be 4.8m in length, which is considered sufficient to prevent cars from overhanging onto the pavement. Impacts on the public highway, the proposed vehicular accesses and parking provision is therefore considered acceptable.

4.3.27 Landscape and trees

4.3.28 The proposal would introduce more hard landscaping to the front of the site, however its visual impacts on the character of the locality would be reduced through the use of different materials and planting. The landscaping at the front of the site is considered to be of an acceptable quality, and further details of planting etc. would be required by condition if the application was to be approved. The amount of hard-standing at the front of each dwelling would be comparable to other nearby dwellings and is considered acceptable. There are no objections to the landscaping proposed at the rear of the site, which would provide an acceptable balance and quality of hard and soft landscaping. The loss of the front boundary wall and vegetation would not be considered detrimental as the wall is a small feature that makes a limited contribution to the character of the street scene, while the vegetation comprises small plants/shrubs that are not considered to be of such visual significance that they should be retained. In any case new planting is proposed at the front of the site.

- 4.3.29 A mature tree is in close proximity to the west boundary of the site and overhangs into the site. The tree is not protected by a Tree Preservation Order or by virtue of being in a Conservation Area. The construction of the western dwelling would require some lopping of the tree, and is considered likely to affect its roots. It was assessed in previous planning application 18/01625/FP that the potential for damage or loss of this tree could not be justified as a reason for refusal as it is not protected and was not specifically referred to by the Council's Landscape Officer as being worthy of being retained.
- 4.3.30 If planning permission was to be granted details of how the dwellings would affect the tree could be required by condition, in addition to requiring new planting which could compensate to some degree the loss of the tree. Impacts on trees and the quality of landscaping are therefore considered acceptable.

5.0 **Conclusion**

- 5.1 I consider that the proposed development would be compatible with the character and appearance of the locality, and has overcome the reason for refusal of application 18/01625/FP. Impacts on residential amenity and future living conditions are considered acceptable. No objections are raised by the highway authority in respect of traffic generation and there would be no adverse impact on the local highway network. Parking provision is considered sufficient and would comply with Council standards. The proposal is considered to provide hard and soft landscaping of an acceptable quality, and would not harm significant trees. The proposal would make more effective use of the land and assist, albeit to a modest extent, the supply of housing in the district. Overall, I consider that the proposals achieve sustainable development as required by the NPPF.

6.0 **Recommendation**

- 6.1 That planning permission be **GRANTED** subject to the following conditions and informatives:

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. **Details and/or samples of materials to be used on all external elevations and the roof of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced and the approved details shall be implemented on site.**

Reason: To ensure that the development will have an acceptable appearance which does not detract from the appearance and character of the surrounding area and the setting of the listed building.

4. **Prior to the occupation of the approved dwellings the following landscape details to be submitted shall include the following:**

- a) **which, if any, of the existing vegetation inside and adjoining the site is to be removed and which is to be retained**

- b) **what new trees, shrubs, hedges and grassed areas are to be planted, together with the species proposed and the size and density of planting**

- c) **the location and type of any new walls, fences or other means of enclosure and any hardscaping proposed**

- d) **details of the cycle storage shed including elevations and external materials.**

Landscaping shall be implemented in accordance with the approved details.

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

5. C017 – Landscape completion

6. **No development shall commence until full details (in the form of scaled plans and written specifications) have been submitted and approved in writing by the Local Planning Authority to illustrate the following: • Exact location of the vehicle crossovers (VXOs) / dropped kerbs required to access the proposed driveways. Each VXO would need to be a maximum width of 5.4m, which is made up of 4 flat kerbs and two ramped kerbs. A minimum of one full height kerb (0.9m) would be required between each VXO. • Re-instatement of the footway and full height kerb at the existing accesses to the site – this should be marked on a submitted plan.**

Reason: In the interest of highway safety and traffic movement.

7. **Access and Highway Works - Prior to the first occupation of the development hereby permitted the vehicular accesses and other necessary highway works shall be completed in accordance with the Hertfordshire County Council residential access construction specification. Prior to use arrangements shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.**

Reason: In the interest of highway safety and traffic movement.

8. Existing Access – Closure: Prior to the first occupation vehicular and pedestrian (and cyclist) access to and egress from the adjoining highway shall be limited to the accesses shown on drawing number 03 only. Any other accesses or egresses shall be permanently closed, and the footway / kerb shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority, concurrently with the bringing into use of the new access.

Reason: In the interests of highway safety and amenity.

9. Provision of Visibility Splays –Prior to the first occupation of the development hereby permitted visibility splays measuring 2.4 x 33 metres shall be provided to each side of each access where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

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

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

11. **Land contamination condition:**

(a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.

(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:

(i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;

(ii) The results from the application of an appropriate risk assessment methodology.

(c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.

(d) This site shall not be occupied, or brought into use, until:

(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

(e) Any contamination, other than that reported by virtue of condition (a) and (b), encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site.

Reason: To ensure that any contamination affecting the site is dealt with in a manner that safeguards human health, the built and natural environment and controlled waters.

12. Prior to occupation, each of the four dwellings shall incorporate one Electric Vehicle (EV) ready domestic charging point.

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality.

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended no development as set out in Class B 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.

Proactive Statement

Planning permission has been granted for this proposal. The Council acted proactively through early engagement with the applicant at the pre-application stage which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informatives:

Highways Informative

General works within the highway - construction standards AN) Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into a minor Section 278 agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access 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 website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

Environmental Protection Informative

EV Charging Point Specification:

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

















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

- A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed termination point within a garage or an accessible enclosed termination point for future connection to an external charge point.
- The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF).
- If installed in a garage all conductive surfaces should be protected by supplementary protective equipotential bonding. For vehicle connecting points installed such that the vehicle can only be charged within the building, e.g. in a garage with a (non-extended) tethered lead, the PME earth may be used. For external installations the risk assessment outlined in the IET code of practice must be adopted, and may require additional earth stake or mat for the EV charging circuit. This should be installed as part of the EV ready installation to avoid significant on cost later.
- A list of authorised installers (for the Government's Electric Vehicle Homecharge Scheme) can be found at <https://www.gov.uk/government/organisations/office-for-low-emission-vehicles>



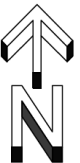
Application Validation Sheet

18/02404/FP 5 Green Drift, Royston, Herts, SG8 5DB

-  **Acolaid Land Parcel**
Property.shp
-  **Acolaid Address Point**
sp.shp
-  **Planning Application (1999)**
Prapps99.shp
-  **Area of Outstanding Natural Beauty**
Pranob.shp
-  **Listed Buildings**
Prlistbid.shp
-  **Tree Preservation Order (Single)**
ORACLE
-  **Tree Preservation Order (Group)**
ORACLE
-  **Parish Boundary**
Prparish.shp
-  **Conservation Area**
Prcrea.shp
-  **District Local Plan Boundary**
Prdlp2.shp
-  **Green Belt**
Prgrnbt.shp
-  **Health & Safety Consultation Zone**
Prjmzone.shp
-  **Landscape Conservation**
Prlandca.shp
-  **Ward Boundary**
Prwardcd.shp
-  **Noise Nuisance Indicators**
Prnnis.shp
-  **Indicative Flood Plain**
Prifpm.shp



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Date: 26/10/2018



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ITEM NO:	
<u>Location:</u>	Heath Farm Pottersheath Road Pottersheath Hertfordshire AL6 9ST
<u>Applicant:</u>	Mr Brendan Frost
<u>Proposal:</u>	Outline Planning permission (all matters reserved except access, layout and scale) for one 4-bed detached dwelling following demolition of existing buildings (Class B2, B8), stable blocks and portakabins.
<u>Ref. No:</u>	18/02194/OP
<u>Officer:</u>	Tom Donovan

Date of expiry of statutory period

22nd November 2018

Submitted Plan Nos.

01B; PL01B

Reason for Delay

To take account of the Committee cycle.

Reason for Referral to Committee

Councillor Lisa Nash has 'called-in' the application in support of the objection from Knebworth Parish Council.

1.0 Site History

- 1.1 18/00021/LDCE: Lawful Development Certificate: Units 1 and 2 - B2 and B8; Units 3 and 4 - B8 Storage; Siting and use of Portakabins - B8 Storage. GRANTED 21/02/2018.

2.0 Planning Policy

2.1 North Hertfordshire District Local Plan No.2 with alterations

Policy 2 - Green Belt
Policy 55 – Car Parking Standards
Policy 57 – Residential Guidelines and Standards

2.2 National Planning Policy Framework

Section 2 – Achieving sustainable development
Section 4 – Decision-making
Section 5 – Delivering a sufficient supply of homes
Section 6 – Building a strong competitive economy
Section 8 – Promoting healthy and safe communities
Section 9 – Promoting sustainable transport
Section 12 – Achieving well designed places
Section 13 - Protecting Green Belt land
Section 15 - Conserving and enhancing the natural environment

2.3 North Hertfordshire Draft Local Plan 2011-2031

The policies of relevance in this instance are as follows:

Strategic Policies

SP1: Sustainable development in North Hertfordshire
SP2: Settlement Hierarchy
SP5: Countryside and Green Belt
SP6: Sustainable transport
SP8: Housing
SP9: Design and sustainability
SP10: Healthy communities
SP11: Natural resources and sustainability
SP12: Green infrastructure, biodiversity and landscape

Development Management Policies

CGB2: Exception sites in rural areas
T1: Assessment of transport matters
T2: Parking
D1: Sustainable design
D3: Protecting living conditions
D4: Air quality
NE1: Landscape
NE7: Reducing flood risk
NE8: Sustainable drainage systems
NE9: Water quality and environment
NE10: Water Framework Directive and wastewater infrastructure
NE11: Contaminated land

3.0 Representations

3.1 Public Notice/ Local Residents

No representations received.

3.2 Codicote Parish Council

“OBJECTION: Inappropriate development in the Green Belt. Concerns regarding the existing footpaths being maintained.”

3.3 Hertfordshire County Council Highways

No objection (informative recommended regarding public of right).

3.4 **Herts Ecology**

No objection subject to recommended informative relating to bats.

3.5 **Environmental Protection**

No objection subject to two recommended conditions.

3.6 **Hertfordshire County Council Archaeology**

No comment.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 The application site is located in Pottersheath which is a rural area in the parish of Codicote near to the southern boundary of the District. The area is primarily residential with other rural-based business/activities elsewhere in the vicinity of the site. The site is in the Green Belt.

4.1.2 The application site is primarily used for a combination of B2/B8 purposes with an equestrian use also taking place on part of the site. Several single storey buildings and other similarly low-level structures are located on part of the site. The majority of the wider site is open paddock lane.

4.1.3 The site is located at the end of an un-adopted road which I understand is under the ownership of the applicant. However, a public right of way exists across the site whilst presumably other residents have a right of way to reach their properties. Public Right of Way Footpath 30 runs down the access road and turns west to join with Footpath 34 that is located along but within the northern boundary of the site between the application site and 'Fair Acres'.

4.2 **Proposal**

4.2.1 Outline planning application for the erection of a single dwelling following demolition of existing buildings with all matters reserved except access, layout and scale. In this case the reserved matters are the appearance and landscaping.

4.2.2 The proposal is for a two storey, three bedroom dwelling on the site as a replacement for the existing single storey industrial buildings that are located towards the centre of the site and the stable buildings that are located near to the eastern boundary. The layout is indicated on the proposed plans whilst the scale is indicated by the proposed rear elevation in conjunction with the layout plans.

4.2.3 The proposal would utilise an existing private access road that connects Pottersheath Road to the application site. Public Right of Way Footpath 30 runs down the access road and turns west to join with Footpath 34 that is located along but within the northern boundary between the application site and 'Fair Acres'.

4.3 Key Issues

4.3.1 The key issues for consideration are as follows:

- Whether the proposal would be inappropriate development in the Green Belt and whether any harm by reason of inappropriateness (if it is found to be so), and any other harm, would be clearly outweighed by other considerations.;
- The effect on the character and appearance of the area;
- The effect on the living conditions of neighbouring properties.
- The effect on the safe operation of the highway.
- The effect on the environment.
- The effect on the ecological value of the area.
- The effect on the archaeological record.

4.3.2 Green Belt: Inappropriate development

Policy background

Paragraph 145 of the NPPF (the Framework) states that new buildings in the Green Belt are inappropriate development, with certain exceptions including the partial or complete redevelopment of Previously Developed Land (PDL) where the proposed development would not have a greater impact on the openness of the Green Belt than the existing development or not cause substantial harm to openness where the proposal would help meet an identified affordable housing need. Policy 2 of the saved Local Plan states that development will be granted for proposals that are appropriate in Green Belt and which do not result in 'significant visual impact' whilst Emerging Policy SP5 largely defers to the provisions of the Framework.

4.3.3 *The Framework: PDL*

The definition of PDL in the Framework is: “*Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.*”

4.3.4 Permanent structures are present on the site moreover a Lawful Development Certificate has been established on the site confirming that the operations carried out from these buildings is lawful in planning terms. Thus it is my contention that the site is PDL.

4.3.5 *The Framework: Impact on openness*

In accordance with para.145 of the Framework, the partial or complete redevelopment of PDL is not inappropriate subject to the proposal not having a greater impact on the openness of the Green Belt than the existing development. I have calculated the footprint of the existing buildings to be m² whilst the proposed dwelling would have a footprint of m² albeit split over two floors (so double in terms of the new floor-space). The proposal would therefore represent a reduction in footprint and therefore have a reduced impact on the openness of the Green Belt in this regard.

4.3.6 The building would be clearly higher than any of the existing buildings on the site and thus it is inevitable that the proposed dwelling would reduce openness in this regard. However, it should be noted that the building would be somewhere between the height of a 1.5 and 2 storey building and I do not consider that it would cause a significant reduction in openness.

- 4.3.7 The proposal would involve new landscaping (as a reserved matter) and likely result in an overall benefit to the visual amenity of the Green Belt when compared with the current use and appearance of the site. This is a modest benefit but a benefit nonetheless.
- 4.3.8 In my view, the proposal would result in a significant reduction in the amount of built form on the site and have a reduced impact on openness in this regard, although it would have a greater impact on openness in terms of its height and scale. Considered in the round however, I am satisfied that the proposal would not have a materially greater impact on the openness of the Green Belt and would thus not be inappropriate development.
- 4.3.9 *Saved Local Plan*
Policy 2 of the Saved Local Plan states that permission will be granted for proposals that are 'appropriate' in the Green Belt and if 'significant visual impact' would not result. In line with the conclusions made in paragraph 4.3.3 of this report, it is deemed that the proposal would not be inappropriate development and would thereby be appropriate. In line with my considerations regarding openness I do not consider that significant visual impact would result.
- 4.3.10 *Emerging Plan*
The Emerging Plan has yet to be adopted but the Examination in Public has been undertaken and the site is proposed to remain in the Green Belt. Policy SP5 is largely consistent with the aims of the Framework and therefore I consider that the proposal is not inappropriate development in accordance with the provisions of SP5 and the Framework.
- 4.3.11 *Green Belt: conclusions*
The proposed development would be compliant with Section 13 of the Framework, Saved Policy 2 and Emerging Policy SP5.
- 4.3.12 Design and appearance
The only matters subject to the Council's approval as part of this application are the layout and scale and as such precise details relating to the design and appearance of the building and hard and soft landscaping shall be part of the reserved matters. However, I am satisfied that the indicative elevation and the layout plans that have been submitted establish the acceptability of the scale and layout of the proposed development.
- 4.3.13 Impact on neighbouring properties
The proposed dwelling would be located some distance from the boundary with neighbouring residential properties. Accordingly, the dwelling would not cause any material harm to the living conditions of any of the neighbouring properties.
- 4.3.14 Access and effect on the safe operation of the highway
The proposal would utilise an existing vehicular access and no alterations are required in order to facilitate its use to serve the development. The Highways Authority are satisfied that the access would be safe and that the development would not cause any harm to highway safety.

4.3.15 Car parking

A minimum of two car parking spaces would be required to serve a property of the size proposed. This requirement is easily met by the proposed development.

4.3.16 Right of way

Codicote Footpath 30 runs down the access road whilst Codicote Footpath 34 runs around the northern part of the site. However, the proposed development would not require either footpath to be diverted be it on temporary or permanent basis and therefore I am satisfied that the proposal would not cause conflict with either of the Public Right of Way's.

4.3.17 Environmental protection: Contaminated land

A Phase I Environmental Risk Assessment is deemed to be required as we are not able to rule out contamination associated with former uses of the site. Additionally,

4.3.18 Environmental protection: Air quality

The Environmental Protection Officer has recommended a condition requiring the installation of an electric vehicle charging point. In my view this condition is consistent with the requirements of the Framework and in particular paragraphs 105, 170 and 181.

4.3.19 Ecology

The buildings that are proposed to be demolished are not considered to have a high potential for their use as a bat roost. As such, it is thought unlikely that bats are present. An informative is considered satisfactory in this case.

4.3.20 Archaeology

The site does not lie in or is near an Area of Archaeological Significance. Accordingly, the proposed development would not cause harm to the archaeological record.

4.4 **Conclusion**

4.4.1 The proposed development would not be inappropriate development in the Green Belt, moreover, the access, layout and scale of the development would be acceptable in general planning terms. Accordingly the proposal is compliant with the relevant national and local planning policies and as such my recommendation is that planning permission should be **GRANTED**.

4.5 **Alternative options**

4.5.1 Not applicable.

4.6 **Pre-commencement conditions**

4.6.1 All agreed.

5.0 **Recommendation**

5.1 Planning permission is **GRANTED** subject to the following conditions:

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission, and the development hereby permitted shall be begun before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with the provisions of Section 92 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. Before the development hereby permitted is commenced, approval of the details of the design and external appearance of the development, and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained in writing from the Local Planning Authority.

Reason: To comply with the provisions of Part 3 of the Town and Country Planning (General Development Procedure) Order 2015.

4. (a) 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. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.

(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:

- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
- (ii) The results from the application of an appropriate risk assessment methodology.

(c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.

(d) This site shall not be occupied, or brought into use, until:

- (i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed & if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.
- (ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

(e) Any contamination, other than that reported by virtue of condition (a) and (b), encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site.

Reason: To ensure that any contamination affecting the site is dealt with in a manner that safeguards human health, the built and natural environment and controlled waters.

5. Prior to occupation, the development shall incorporate one Electric Vehicle (EV) ready domestic charging point.

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended no development as set out in Classes A, B, C, D and E of Part 1 of Schedule 2 to the Order, (or any subsequent Statutory Instrument which revokes, amends and/or replaces those provisions) shall be carried out without first obtaining a specific planning permission from the Local Planning Authority.

Reason: Given the nature of this development, the Local Planning Authority considers that development which would normally be "permitted development" should be retained within planning control in the interests of the character and amenities of the area.

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 (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1) Public Right of Way:

The Public Right of Way should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. The safety of the public using the route and any other routes to be used by construction traffic should be a paramount concern during works, safe passage past the site should be maintained at all times. The condition of the route should not deteriorate as a result of these works. Any adverse effects to the surface from traffic, machinery or materials (especially overflows of cement & concrete) should be made good by the applicant to the satisfaction of this Authority. All materials should be removed at the end of the construction and not left on the Highway or Highway verges. If the above conditions cannot reasonably be achieved then a Temporary Traffic Regulation Order would be required to close the affected route and divert users for any periods necessary to allow works to proceed. A fee would be payable to Hertfordshire County Council for such an order. Further information on the rights of way network is available via the website. Please contact Rights of Way, Hertfordshire County Council on 0300 123 4047 for further information in relation to the works that are required along the route including any permissions that may be needed to carry out the works. https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/counterside-access/rights-of-way/rights-of-way.aspx#DynamicJumpMenuManager_1_Anchor_8

2) Construction hours:

Construction operations related to the development should occur only between the following hours: 0800-1800 Monday to Friday, 0800-1300 on Saturdays, no working on Sundays and Bank Holidays.

















3) Bats

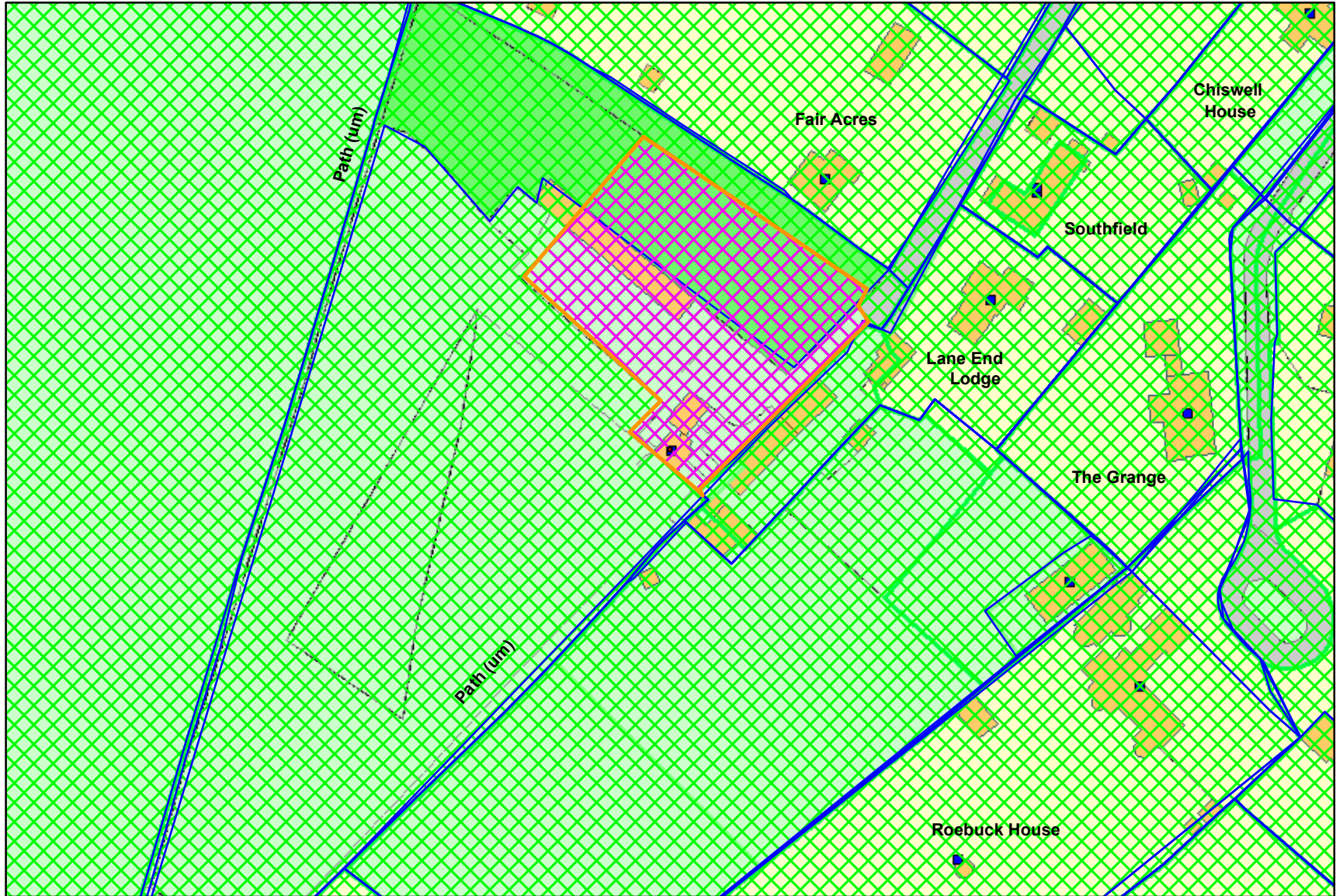
Bats and their roosts are protected at all times under National and European law. Works should proceed with caution, and in the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England.

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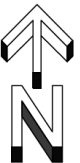
Application Validation Sheet

18/02194/OP Heath Farm, Pottersheath Road, Pottersheath, Herts, AL6 9ST

-  **Acolaid Land Parcel**
Property.shp
-  **Acolaid Address Point**
sp.shp
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Prwardcd.shp
-  **Noise Nuisance Indicators**
Prnnis.shp
-  **Indicative Flood Plain**
Prifpm.shp



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Date: 26/10/2018



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ITEM NO:	
<u>Location:</u>	Benchmark Jubilee House Jubilee Road Letchworth Garden City Hertfordshire SG6 1WU
<u>Applicant:</u>	Mr J Copping
<u>Proposal:</u>	Increase in height of the portal frame unit (as approved by application 15/00119/1). Addition of a second storey to the office block (adjacent to Jubilee Road). Improve (by over-cladding), the elevation of the office block that borders Jubilee Road.
<u>Ref. No:</u>	18/02224/FP
<u>Officer:</u>	Jo Cousins

Date of expiry of statutory period: 23 November 2018

Reason for Delay

None applicable.

Reason for Referral to Committee

Site area.

1.0 Policies

1.1 North Hertfordshire District Local Plan No.2 with Alterations

Policy 8 - Development in Towns

Policy 16 - Areas of Archaeological Significance and other Archaeological Areas

Policy 36 - Employment Provision

Policy 37 - Business Uses (B1 Use Class)

Policy 55 - Car Parking Standards

1.2 Submission North Hertfordshire Local Plan 2011-2031

Section 2: Strategic Policies-

SP1: Sustainable development in North Hertfordshire;

SP2: Settlement Hierarchy;

SP3: Employment;

SP6: Sustainable transport;

SP9: Design and Sustainability;

Section 3 – Development Management Policies -
ETC1: Appropriate uses in employment areas;
T1: Assessment of transport matters;
T2: Parking
D1: Sustainable Design;
NE8: sustainable drainage systems;
NE9: Water quality and environment

1.3 **National Planning Policy Framework**

Section 1 - Building a strong, competitive economy
Section 4 - Promoting sustainable transport
Section 7 - Requiring good design
Section 12 - Conserving and enhancing the historic environment

1.4 **Supplementary Planning Document: Vehicle Parking at New Development**

2.0 Relevant History

- 2.1 Change of use of part of warehouse to light industrial granted standard conditional permission on 9th April.
- 2.2 Change of use of part of building from light industrial to warehouse granted standard conditional permission to warehouse granted standard conditional permission in June 1988.
- 2.3 Change of use from Class B8 to use within Class B2 (General Industrial) granted standard conditional permission 6th December 2000.
- 2.4 Retention of plant and extraction flues granted standard conditional permission February 2002.
- 2.5 Permission granted by the Planning Control Committee in November 2015 for an extension to the south east of the existing light industrial unit and ancillary works to provide a portal frame unit.

3.0 Representations

- 3.1 **Highways Authority** – the scheme is the same as that previously considered in so far as highway considerations are concerned. The plan showing the swept path analysis is the same as that submitted in 2015 and the Highways Authority has confirmed that it does not wish to restrict the grant of permission and does not recommended any conditions.
- 3.2 **Environment Agency** – confirm that the previously recommended conditions would still apply in this instance. See conditions as set out in the recommendation below.

- 3.3 **Environmental Health (Contaminated Land)** - made comments in relation to the contaminated land site investigation report submitted with the previous application. Confirm that given the nature of the development has not significantly changed, with minimal or no made ground with visual and olfactory evidence and analysis to suggest contamination, it is not necessary that a land contamination condition be imposed upon the grant of permission in this instance.
- 3.4 **Archaeology** - recommended the imposition of the standard conditions as set out in the recommendation below.
- 3.5 **Waste and Recycling** – previously raised no objections on the basis that the external storage area would remain unaffected by the planning application and as access to the site would remain the same.
- 3.6 **Lead Local Flood Authority** – Consulted as previous issues covered by the Environment Agency are now within their remit. No comments received at the time of preparing this report. Any comments received will be reported verbally at the meeting.
- 3.7 **Neighbour notification/site publicity** – no comments received

4.0 Planning Considerations

4.1 Site & Surroundings

- 4.1.1 The site is a commercial site on the corner of Jubilee Road and Baldock Road.

4.2 Proposal

- 4.2.1 The proposal is for an extension to the south east end of the existing light industrial building, as a variation to a previous scheme granted permission in 2015. The extension would be approx. 31 metres in width, 52 metres in depth and has increased in height from 9.2 metres to 13.2 metres at it's greatest points. The Design & Access Statement states that the form of the industrial unit would be portal frame, clad with plastic coated, profiled composite cladding panels in goose grey with poppy red panel trims. The extension would be noticeably higher than the existing two storey building which scales at approx. 8 metres high.
- 4.2.2 In addition the current application proposes a second floor over the existing two storey element along Jubilee Road. The addition would be approx. 11 metres high and the length along Jubilee Road would be approx. 133 metres. The width would be 8.6 metres at the Jubilee Trade Centre entrance and approx. 15 metres wide at the Baldock Road junction (where it would join the extension referred to at 4.2.1 above. The extension would be finished using a cladding panel system which would also be applied to the elevation of the office block that border Jubilee Road with a colour finish of Grey Gul and Merlin Grey to the main entrance, capping's, corner pieces and around doors.

4.2.3 The submitted details confirm that the proposed second floor will provide office accommodation for staff that will be displaced from the existing first floor which is to be used for operational requirements such as assembly and storage. The new second floor would include a Directors suite and restaurant with a small roof terrace.

4.2.4 The submitted details confirm that Benchmark are one of the largest privately owned employers in Letchworth. No additional staff would be employed and the site currently has 100 full time staff and 50 part-time staff at periods to satisfy production demands. The details confirm a displacement of 31 car spaces that would be relocated to established over-flow car parking in the vicinity of the site. 19 spaces are confirmed at the current site and a further 80 spaces on the Jubilee Estate.

4.3 **Key Issues**

4.3.1 **Introduction**

The key issues in the determination of this application are:

- use,
- principle,
- Design/visual impact,
- highways safety,
- adequacy of the proposed parking,
- surface water matters,
- Archaeology
- Landscaping
- Other matters.

4.3.2 **Use**

Planning permission was granted in 2000 for change of use from Class B8 (Storage & Distribution) to use within Class B2 (General Industrial) for use by Benchmark Ltd. The application form states that the current and proposed use is B1(c) (Light Industrial). The Design & Access Statement explains that Benchmark Fabrications Ltd (BFL) design, manufacture and install retail and shop fixtures and displays. The view has been taken that this would fall within B1(c) (Light Industrial) and the application has been considered on this basis. It is clear from the planning history that Benchmark Fabrications Ltd (BFL) has been using this building for over ten years, therefore the lawful use of the building would be B1(c) Light Industrial. The reason for the proposed extension is to add manufacturing and storage space to improve efficiency and to improve the staff offices and facilities at the site.

4.3.3 Principle

There would be no objection in principle to the extension of this building and the principle has already been accepted under reference 15/00119/1. The proposed extensions would support a local business and would accord with the purpose of the planning system to contribute to sustainable development and the objectives set out in the National Planning Policy Framework. Furthermore the application would accord with the policies set out in the existing and emerging Local Plan. The site lies within an Employment area where Policy 36 states that: ***For employment uses, the Council will permit proposals, particularly for small firms, for development and redevelopment to meet the needs of the available labour supply and changes in the local economy.***

The emerging Plan Policies also support the proposal. Policy SP2 states: ***The Council will proactively encourage sustainable economic growth, support new and existing businesses and seek to build on the District's strengths, location and offer.***

4.3.4 Design/Visual Impact

The extension previously granted has been increased in height and the new second floor addition would be a substantial extension to the Jubilee Road elevation. However the overall design approach would maintain the linear form along Jubilee Road and the re-cladding of this elevation would be a positive visual improvement. The walls and roof of the new building would be constructed in grey steel panels and would be of a more contemporary design than the existing building and see together with the second floor addition would update the appearance of the host building. The site is within an industrial area and there are other similarly constructed more modern industrial buildings in the area, and as such I consider that the proposal would have an acceptable visual impact. A condition has not been recommended that samples/details of the materials to be used be submitted, as it is considered that the details of materials are clear from the plans and details provided.

4.3.5 Highways

The Design & Access Statement states that the increased efficiency as a result of the development would result in increased vehicular movements to and from the site, albeit in a more controlled environment. The Highways Authority have no objection given that the swept path analysis remains as previously granted and is acceptable and that there is no increase in staff at the site. There would be no significant increase in traffic generation and adequate cycle provision exists here. The site is in a sustainable location close to public transport routes.

4.3.6 Parking

Parking was a key issue in the determination of the previous application. The current application proposes the same number of spaces and the number of full time employees remains at 100. On this basis the 99 car parking spaces (19 on site and 80 in the overflow) would be sufficient. The agent confirmed that the full-time contingent of 100 will not increase and indeed the need for an occasional increase to 150 staff at times (required to satisfy large, time constrained orders) will potentially reduce as a direct consequence of the more efficient ways of working.

4.3.7 The applicants estimate that 31 on-site parking spaces will be lost as a consequence of the proposed extension. However, a plan has been submitted that shows additional car parking within easy walking distance of the site. Based on the car parking standards set out in the Supplementary Planning Document: Vehicle Parking at New Development, the 99 parking spaces proposed would be considered sufficient parking provision given the operational requirements of the site.

4.3.8 **Surface water matters**

The Environment Agency confirm that the comments applied to the 2015 application stand in relation to the Flood Risk Assessment and Preliminary Risk Assessment for contamination. They consider that the conditions advised would still apply in the instance as set out in my recommendation below.

4.3.9 The Lead Local Flood Authority have been consulted in relation to impact on surface water/flood risk. Their consultation response had not been received at the time of writing the report and an update will be provided at the committee meeting.

4.3.10 **Archaeology**

The site lies adjacent to an area of archaeological significance and more particularly cropmarks which are likely to represent archaeological features. The County Archaeologist maintains that conditions be imposed in this instance as the hardstanding is to be removed in the area that the portal frame unit is to be erected.

4.3.11 **Landscaping**

The proposal would involve the removal of two trees, but these are not worthy of protection by a Tree Preservation Order. There are other trees on the site that would be retained. There is an area of grass and hedging to the south east of the site and it is considered that no further landscaping is required.

4.3.12 **Other matters**

There are flues on the site in the location of the proposed portal frame extension. In relation to the 2015 application the agent confirmed the following with regard to these flues: ***"The flues are a part of a MDF dust extract unit which collects dust arising from working with MDF and other particulate boards. The unit collects the dust and shavings into bags for off-site disposal. The extract unit remains in its current position (it is 'jacked-up' and temporarily supported to enable the new building to be built around it in its current position). 'Air in-take louvres' on the south elevation of the proposed building (and several inlets in the existing facility) provides the general 'air make-up' feeds for this, and several other units which have extraction services."***

The flues are therefore not considered to be a problem and no comments were raised by Environmental Health.

4.4 **Conclusion**

- 4.4.1 The extensions proposed would have an acceptable visual impact and it is considered that they would not have an adverse impact on highways safety or parking. The proposal would not have an adverse impact in terms of archaeology or contamination subject to the recommended conditions. At the time of writing the report a consultation response had not been received in relation to the views of the Lead Local Flood Authority and members will be updated on this matter at committee, hence the recommendation below.

4.5 **Alternative Options**

- 4.5.1 None applicable in this instance given that the scheme presented in its present form is considered acceptable.

4.6 **Pre-Commencement Conditions**

- 4.6.1 I can confirm that the applicant is in agreement with the pre-commencement conditions that are proposed.

5.0 **Legal Implications**

- 5.1 In making decisions on applications submitted under the Town and Country Planning legislation, the Council is required to have regard to the provisions of the development plan and to any other material considerations. The decision must be in accordance with the plan unless the material considerations indicate otherwise. Where the decision is to refuse or restrictive conditions are attached, the applicant has a right of appeal against the decision.

6.0 **Recommendation**

- 6.1 That planning permission be **GRANTED** subject to any flood risk/surface water matters being resolved and 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. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site.
2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM.
3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.
4. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3). The long term monitoring and maintenance plan in (3) shall be updated and be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters. This site is located above a Principal Aquifer and Source Protection Zone 2 (SPZ2). The site is in an area where groundwater is known to be impacted by chlorinated solvents, and the previous land uses are potentially contaminative. The site is considered to be of high sensitivity and could present potential pollutant/contaminant linkages to controlled waters. This condition is in line with National Planning Policy Framework (NPPF), and Environment Agency Groundwater Protection: Principles and Practice.

4. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF) and Environment Agency Groundwater Protection: Principles and Practice.

5. Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: Piling or any other foundation designs using penetrative methods can result in risks to controlled waters. It should be demonstrated that any proposed piling will not result in contamination of groundwater.

6. No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:
 1. The programme and methodology of site investigation and recording

2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

Reason: The site lies within an area where there is significant potential for archaeological remains and any finds should be retrieved and/or recorded before they are damaged or destroyed as a result of the development hereby permitted.

7. The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition (6).

Reason: The site lies within an area where there is significant potential for archaeological remains and any finds should be retrieved and/or recorded before they are damaged or destroyed as a result of the development hereby permitted.

8. The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (6) and the provision made for analysis and publication where appropriate.

Reason: The site lies within an area where there is significant potential for archaeological remains and any finds should be retrieved and/or recorded before they are damaged or destroyed as a result of the development hereby permitted.

















Proactive Statement:

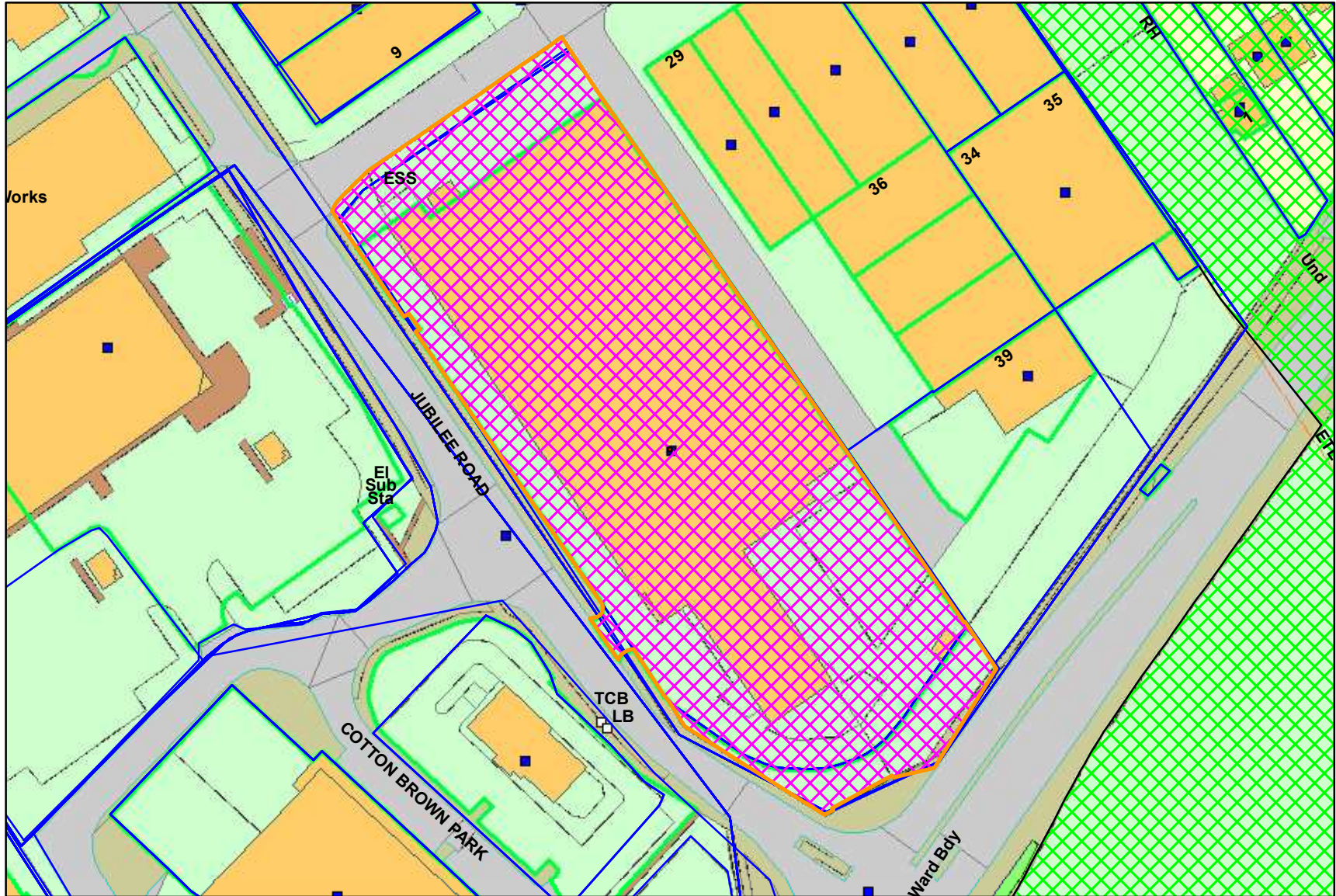
Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant at the pre-application stage and during the determination process which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

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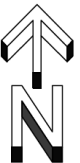
Application Validation Sheet

18/02224/FP Benchmark, Jubilee House, Jubilee Road, Letchworth Garden City, Herts, SG6 1WU

-  **Acolaid Land Parcel**
Property.shp
-  **Acolaid Address Point**
ap.shp
-  **Planning Application (1999)**
Prapps99.shp
-  **Area of Outstanding Natural Beauty**
Pranob.shp
-  **Listed Buildings**
Prlistbld.shp
-  **Tree Preservation Order (Single)**
ORACLE
-  **Tree Preservation Order (Group)**
ORACLE
-  **Parish Boundary**
Prparish.shp
-  **Conservation Area**
Prconarea.shp
-  **District Local Plan Boundary**
Prdlp2.shp
-  **Green Belt**
Prgrnblt.shp
-  **Health & Safety Consultation Zone**
Prhjszone.shp
-  **Landscape Conservation**
Prlandca.shp
-  **Ward Boundary**
Prwardcd.shp
-  **Noise Nuisance Indicators**
Prnnis.shp
-  **Indicative Flood Plain**
Prifpm.shp



Scale 1:1,250
Date: 26/10/2018



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**PLANNING CONTROL COMMITTEE
15 NOVEMBER 2018**

***PART 1 – PUBLIC DOCUMENT**

TITLE OF REPORT: PLANNING APPEALS

REPORT OF THE DEVELOPMENT AND CONSERVATION MANAGER

Two planning appeals have been lodged and two planning appeal decisions have been received.

Details are attached.

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PLANNING CONTROL COMMITTEE

DATE: 15 November 2018

PLANNING APPEALS LODGED

APPELLANT	Appeal Start Date	DESCRIPTION	ADDRESS	Reference	PROCEDURE
Mr And Mrs Anderson	24.10.2018	Raise existing roof ridge height and insertion of rear dormer window and two front velux windows to facilitate loft conversion.	38 York Road Hitchin Hertfordshire SG5 1XB	18/01406/FPH	Householder Appeal Service
Mr & Mrs C George	24.10.2018	Single storey rear extension following demolition of existing conservatory. Works to facilitate conversion of existing garage into habitable space. Erection of new carport/garage, entrance gates and boundary fence.	7 Cambridge Road North Barley Royston	18/01746/FPH	Householder Appeal Service

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PLANNING CONTROL COMMITTEE

DATE: 15 November 2018

PLANNING APPEALS DECISION

APPELLANT	DESCRIPTION	SITE ADDRESS	REFERENCE	APPEAL DECISION	COMMITTEE/ DELEGATED	COMMENTS
Mr Bradly-Russell	Erection of detached double garage and bike store.	The Folly Willian Road Great Wymondley Hitchin Hertfordshire SG4 7ET	18/01233/FPH	Appeal Allowed on 15 October 2018	Delegated	The Inspector concluded that there would be no unacceptable harm caused to the character and appearance of the surrounding area and, as such, no conflict would arise with the heritage and high quality design policies of the Framework.
Beck Homes (UK) LTD	Residential development of 46 no. dwellings, children's play area, two new sports pitches, pavilion building and associated infrastructure.	Land Development Off Station Road Ashwell	17/01406/1	Appeal Dismissed on 26 October 2018	Committee	The Inspector concluded that the negative effect on the countryside would be significant; combined with the clear and negative effect on the character of the settlement, and therefore the Inspector found that the disadvantages of the proposal were weighty and significant.

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Appeal Decision

Site visit made on 3 October 2018

by D J Barnes MBA BSc(Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State for Housing, Communities and Local Government

Decision date: 15th October 2018

Appeal Ref: APP/X1925/D/18/3207434

The Folly, Willian Road, Great Wymondley SG4 7ET

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Mike Bradly-Russell against the decision of North Hertfordshire District Council.
 - The application Ref 18/01233/FPH, dated 3 May 2018, was refused by notice dated 26 June 2018.
 - The development proposed is the erection of a double garage and bike store.
-

Decision

1. The appeal is allowed and planning permission is granted for the erection of a double garage and bike store at The Folly, Willian Road, Great Wymondley SG4 7ET in accordance with the terms of the application, Ref 18/01233/FPH, dated 3 May 2018, subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans: 17805/10 Rev D and 17805/11.

Procedural Matter

2. Since the submission of this appeal the revised National Planning Policy Framework (the Framework) has been published but raises no new issues.

Main Issues

3. It is considered that the main issues are (a) whether the proposal would be inappropriate development for the purposes of the Framework and development plan policy and (b) the effect of the proposed development on the character and appearance of the surrounding area.

Reasons

Inappropriate Development

4. The proposed development includes the erection of a modest sized timber garage on an existing concrete base within the front garden of a residential property located within the Green Belt and the Great Wymondley Conservation Area. The Framework refers to the construction of new buildings in the Green Belt as inappropriate development unless they accord with the identified exceptions. Policy 2 of the North Hertfordshire Local Plan 1996 with Alterations

- (LP) echoes national policy concerning inappropriate development in the Green Belt but the Framework is the most up-to-date expression of policy.
5. Reference is made by the appellant to LP Policy 3 which refers to single dwellings being erected within the built core of a settlement. In this case the proposed development does not include the erection of a single dwelling and, as such, the appeal scheme is not assessed against this policy.
 6. However, the Framework does allow the erection of new buildings where they represent limited infilling in villages. Part of the appellant's case is that the appeal site is within the settlement. No details have been provided about whether a formal built-up area or settlement boundary has been defined for the village, including pursuant to Policy SP5 of the North Hertfordshire Submission Local Plan (2011-2031). Even if such a formal boundary has been identified in this emerging plan it would be given limited weight because it is not yet part of the development plan.
 7. Although not a formal settlement boundary, it was observed during the site visit that the Conservation Area generally covers the built-up area of Great Wymondley. The appeal site can reasonably be considered as being land within the built-up area. By reason of its siting within the curtilage of an existing residential property, modest size and relationship to other built forms of development, the proposed garage could reasonably be regarded as being limited infilling within a village. Accordingly, it is concluded that the appeal scheme would not be inappropriate development in the Green Belt and, as such, it would not conflict with LP Policy 2 and the Framework.

Character and Appearance

8. The curtilage of the appeal property is open and verdant and provides a transition between the settlement and the wider open countryside. The scale and siting of the proposed garage would not diminish the open and verdant character of the property's curtilage. Further, the appeal scheme's siting, design and choice of materials would not result in a conspicuous or incongruous form of development within the property's curtilage and it would not detract from the visual amenity of the adjacent open countryside. The screening effect of the vegetation along the road and within the curtilage would reduce any adverse visual impact.
9. There is a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area. No details about the heritage significance of the Conservation Area have been provided by the parties. Based upon what was observed, the significance appears to be associated with St Mary the Virgin Church, earthworks of a former motte-and-bailey castle, thatched cottages, Delamere House and other older buildings such as Long Close, Manor Farm and The Green Man public house. The siting, design and choice of materials would not adversely harm the identified heritage significance of the Conservation Area and would preserve the area's character and appearance which comprises a mix of building types and open spaces.
10. Long Close is a Listed Building and is adjacent to the appeal site. In determining this appeal there is a requirement that special regard is had to the desirability of preserving this Listed Building or its setting or any features of special architectural or historic interest which it possesses. The significance of

this designated heritage asset has, again, not been provided by the parties but appears to be related to both its age and design, including its timber frame with rendered walls. By reason of the separation distance between the proposed garage and the Listed Building and the relationship with the adjoining outbuilding, the appeal scheme's design, materials and siting would preserve the setting of Long Close.

11. The assessment of the effects of the appeal scheme on the designated heritages assets reflects the absence of an objection from the Council on heritage grounds to the proposed development. Accordingly, for the reasons given, it is concluded that there would no unacceptable harm caused to the character and appearance of the surrounding area and, as such, no conflict would arise with the heritage and high quality design policies of the Framework.

Conditions

12. The Council has suggested a condition requiring the proposed development to be constructed in accordance with the submitted drawings. For reasons of certainty such a condition is necessary including because it identifies the proposed external materials. Accordingly, and taking into account all other matters, it is concluded that this appeal should be allowed.

D J Barnes

INSPECTOR

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Appeal Decision

Hearing Held on 2 October 2018

Site visit made on 2 October 2018

by Tim Wood BA(Hons) BTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 26th October 2018

Appeal Ref: APP/X1925/W/17/3192151

Land at Station Road, Ashwell, Herts

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Beck Homes (UK) Ltd against the decision of North Hertfordshire District Council.
 - The application Ref 17/01406/1, dated 26 May 2017, was refused by notice dated 17 October 2017.
 - The development proposed is 46 dwellings, children's play area, 2 sports pitches, pavilion and associated infrastructure.
-

Decision

1. The appeal is dismissed.

Application for costs

2. At the Hearing an application for costs was made by the appellant against the Council. This application is the subject of a separate Decision.

Preliminary Matters

3. The Council's reasons for refusal included reference to lack of provision for affordable housing and in relation to archaeology. Submissions made by the appellant have now satisfied the Council that these matters can be acceptably dealt with and do not represent obstacles to permission being granted. In addition, the Council accept in the Statement of Common Ground that the loss of agricultural land is not a matter that would prevent permission being granted, in this case. This was confirmed at the Hearing and it was stated that they would not offer any opposition on this matter.
4. The Council accepts that it cannot demonstrate a minimum of 5 years' supply of housing land.

Main Issues

5. The main issues in this appeal are the effects of the proposal in relation to;
 - The countryside
 - The character of the village
 - Education matters and locational sustainability

- The need for sports pitches

Reasons

Countryside

6. The appeal site is a roughly rectangular field which has a frontage onto Station Road, outside the defined settlement boundary of Ashwell. The settlement boundary is defined in the North Hertfordshire District Local Plan (LP) and also shown within the Submission Local Plan (SLP) which was the subject of examination earlier this year but is not yet adopted. The boundary sits immediately to the north of the appeal site. Within the LP, the area outside the settlement boundary is defined as 'rural area beyond the Green Belt' and Policy 6 of the LP states that in such areas development will only be allowed if it falls within certain restricted categories, which do not include development of the type proposed in this appeal.
7. The appellant indicates that Policy 6 is out of date and inconsistent with the NPPF and so should be afforded little weight. The NPPF states at paragraph 170, amongst other things, that planning decisions should contribute to and enhance the natural and local environment, including recognising its intrinsic character and beauty. In my judgement, when taken with other policies in the LP, Policy 6 is consistent with this part of the NPPF and would enable a balanced view of sustainable development to be undertaken. I therefore attach weight to it. In addition, I note that the general aim is taken forward in SLP Policy CGB1, although I fully recognise that it has not been adopted and could be the subject of modifications.
8. The site is open, relatively flat and contains no buildings. In its southern part is a relatively narrow belt of trees. The site is bounded by open land to the east and south and on the opposite side of Station Road is open land. To the north is land within the settlement boundary but from what I saw on site, the houses close to Station Road only extend to the east a relatively small distance; the remainder of the land is open and appears to be in a mixture of agricultural use and open sports use. There is little or no intrusion from buildings here. At present, this gives the edge of the village an appearance of blending with the adjacent countryside, rather than forming an abrupt or harsh edge. I consider that this is an important feature of the area.
9. I consider that the open, rural character of the appeal site would be significantly compromised by the appeal scheme. It would result in a significant development of a suburban character which would not be consistent with Policy 6 of the LP. The appellant refers to existing development to the north and to the belt of trees within the south of the site. The development to the north is low key and dispersed and, in my view, forms an appropriate transition where built form gives way to open countryside; the appeal scheme would not represent such a transition, would be deeper into the site and of a more suburban form. I accept that trees within the south of the site would be retained, but my judgement is that this is insufficient to disguise the unacceptable effects of the proposal in this respect. I accept that the land has no specific landscape designation but it clearly represents an attractive area of open countryside which has intrinsic qualities. I consider that the proposal would not be consistent with paragraph 170 of the NPPF for these reasons.

Character of the village

10. There is some over-lapping in relation to the first issue in that I have found that the proposal would have an unacceptable effect on this area, including by providing a form of development which is at odds with both the open land and with the low-key and dispersed nature of the adjacent development to the north, within the village. Added to this, the development here at present where it is within the village is close to the road and contains significant open areas in the form of the open land/recreational uses. My view is that the proposal would not provide development that is consistent with this pattern here, as it would provide a small estate of housing land at some depth from the road, before the open land uses are present. Rather than blending with the adjacent edge of the village, it would provide a development that is of much greater intensity and depth. In my judgement, this would significantly harm the character of the village here contrary to policy 57 of the LP and the advice within section 12 of the NPPF
11. I note that some effort has been put into consideration of the townscape that would be formed by the proposal and the appellants state that they have used references within the existing village. Whilst this may be the case, these matters do not outweigh the harm that I envisage arising from the proposal, as described above.

Education matters and locational sustainability

12. The County Council as Education Authority express the view that the appeal site would generate children of primary school age, who could not be accommodated at the local Ashwell Primary School. This would then involve children being transported to remote schools, with prejudicial effects on health and well-being, as well as adding to car journeys within the area.
13. The County Council has included within its assessment, the likely numbers of children that would arise from a nearby proposal site within the SLP (referred to as the Claybush site) and has assumed that this development would go ahead, for the purposes of calculating school places. The appellant casts doubt on the likelihood of the Claybush site being developed, pointing out that the planning application has been with the Council for some considerable time and remains undetermined and is the subject of unresolved issues.
14. In my view, the proximity of a site to services must be judged as a whole and whilst access to a local primary school may be an important consideration, it forms just one of a list of numerous facilities and services which could determine whether a site or village is well-served or not. In the case of Ashwell, it was acknowledged, and I saw at my visit, that it contains a broad range of shops, health services, social, recreational and religious establishments.
15. When taken as a whole, even if the proposal would result in a relatively small number of children being unable to find a school place at Ashwell, I consider that the other locational advantages are such that this would not form a reason for dismissing the appeal.

The need for sports facilities

16. The Council expressed the view that the facilities contained within the proposal had not been tailored to suit a specific and quantifiable need within the area.

They indicated that local clubs had merely provided a 'wish-list' and that no considered justification is present.

17. Having considered the views expressed at the Hearing, whilst some may have doubts about whether such facilities are needed, my view is that they should be seen as part of the proposal and this aspect of it would represent a modest benefit to the area and this should be weighed in the balance when concluding on this appeal.

Planning Obligations

18. The appellant has submitted completed S106 Agreement and a Unilateral Undertaking. The Council considers that the provisions within the Agreement are necessary to make the proposal acceptable but that the Unilateral Undertaking includes provisions which have been neither sought nor justified. Based on what has been presented, I agree with these conclusions and, where justified, I have taken account of these provisions in determining this appeal.

The Planning Balance and Conclusions

19. The appellant and Council have submitted other appeal decisions which are intended to support their respective cases. It is no surprise that these generally pull in opposite directions in respect of the various issues and cases put forward. Whilst I have read them, what is clear is that the individual circumstances of each appeal case are seldom, if ever, replicated. Each case includes consideration of differing issues which are attributed differing amounts of weight as the individual circumstances dictate. When weighing different issues, with different weights in areas and landscapes with individual characteristics, it is no surprise that a spectrum of conclusions and different decisions arise. Whilst I have born in mind the general conclusions, I have determined this appeal in relation to its individual merits and short-comings.
20. There would undoubtedly be benefits arising from the proposal; the provision of new homes with an element of affordable homes, would be a considerable benefit to the area. The provision of additional sports and recreation facilities would represent a modest benefit, in my judgement. The construction of the development would provide some modest support to the local economy, as would the additional spending in the area provided by new residents, in supporting local shops and services. However, I have found that the negative effect on the countryside here would be significant; combined with the clear and negative effect on the character of the settlement, I find that the disadvantages of the proposal are weighty and significant. Taking account of paragraph 11 of the NPPF, I consider that the adverse impacts that would arise from the proposal would significantly and demonstrably outweigh its benefits. Therefore, the appeal is dismissed.

S T Wood

INSPECTOR

APPEARANCES

FOR THE APPELLANT:

S Booth
S Wadsworth
B Wilkinson
C Schwick

FOR THE LOCAL PLANNING AUTHORITY:

J Cousins
R Tiffin
A Bearton
A Proietti

INTERESTED PERSONS:

D Short

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