

PLANNING STATEMENT

Stables, London Road, St Ippolyts SG4 7NE

Prepared by

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On behalf of:

Mr D Fisk

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1.0 Introduction

- 1.01 This Planning Statement accompanies a full application for demolition of the existing stables and associated structures and construction of nine dwellings with associated landscaping, parking and access at The Stables, London Road, St Ippolyts.
- 1.02 The proposal has been informed by a positive pre-application response, which confirmed that, subject to demonstrating that the development would not give rise to a strong reason for refusal in respect of its impact on the setting of Pound Farm, the site is likely to be classified as Grey Belt land. As such, the scheme falls within the identified exception to inappropriate development, and the principle of residential development is therefore considered acceptable and complies with the National Planning Policy Framework.
- 1.03 The proposed development has been carefully and sensitively designed to respond to the setting of the adjoining listed farmhouse and the wider rural context. A Heritage Asset Impact Assessment has been prepared which confirms that the proposal would preserve the character and appearance of the listed building, its setting, and the surrounding area.
- 1.04 The scheme will deliver nine attractively designed family dwellings, providing a high-quality living environment for future occupiers while safeguarding the amenity of neighbouring properties. The homes will be highly energy-efficient and environmentally sustainable, incorporating design principles aligned with a fabric-first approach and close to Passivhaus standards to minimise environmental impact. The proposal has also been designed to ensure that there would be no unacceptable impacts on highway safety, with appropriate parking provision incorporated within the scheme.
- 1.05 This Statement demonstrates why the proposed development is acceptable, having regard to adopted local planning policies and national planning guidance. It should be read in conjunction with the following supporting documents:
- Design and Access Statement, including Sustainability & Landscaping prepared by TAS Architects
 - Preliminary Ecological Appraisal and Biodiversity Net Gain Assessment by Growing Native
 - Heritage Asset Impact Assessment Statement by KDK Archaeology
 - Transport Statement by Rappor
 - Drainage Strategy Report by Price & Myers

2.00 Site Description and Surroundings

Application Site

- 2.01 The application site (the Site) is located on the eastern side of London Road, approximately midway between Mill Lane and The Crescent, on the edge of the village of St Ippolyts.
- 2.02 The Site is sustainably located approximately 0.6 miles from the village centre, which provides a range of local facilities including St Ippolyts Aided Primary School, St Ippolyts Church and playing fields. It is also close to St Ippolyts Store, the Parish Hall and The Bird in Hand public house. The Site also benefits from its proximity to Hitchin, a nearby market town offering a wider range of services and facilities, including a mainline railway station. Bus stops are located nearby on London Road, providing connections to surrounding settlements.



Location of the Site circled in red

- 2.03 The Site forms part of an established equestrian complex and associated field. The equestrian complex comprises a large 'L'-shaped stable block with a simple pitched roof form. There are also a number of ancillary structures and items associated with the use of the Site, including a caravan, a shipping container and various vehicles. The field has been subdivided into a series of paddocks to support the equestrian use.



Photograph of the equestrian complex

- 2.04 A gated access to the Site is located in the south-western corner. A gravel surface provides access to the stable block and forms the main area for parking and vehicle manoeuvring.



Gated access on London Road

- 2.05 Hedgerows and established vegetation extend along the front, side and rear common boundaries, partly screening views of the Site from normal public viewpoints.

Surroundings

- 2.06 To the north of the Site, an access leads to a water pumping station. Beyond this is a high retaining wall and hedgerow, which forms the boundary with Pound Farmhouse, a Grade II listed building that forms part

of a wider cluster of residential buildings in this part of St Ippolyts. Further to the north, a new residential development is currently under construction.

- 2.07 To the east of the Site are a pumping station, open fields and Ippollitts Brook. To the south are further fields, St Ippolyts Primary School and Church, together with additional residential properties. To the west, on the opposite side of London Road, is Flint House, while to the south-west the area becomes more built up, including the Parish Hall, village store and further residential development.

Designations

- 2.08 The Site is located within the Metropolitan Green Belt. It does not lie within a Conservation Area but is situated in close proximity to the listed Pound Farmhouse. The Site falls within Flood Zone 1, indicating a low probability of fluvial flooding; however, limited areas are identified as being affected by surface water flood risk.

3.00 Relevant Planning History

Application Site

Existing authorised use

- 3.01 There is no planning history for the stables available on the Council's website, likely due to the development predating digital records. However, the equestrian use of the land has been established for many years, with the current owner continuing to lease the site since acquiring it approximately 12 years ago. In addition, Google Earth aerial imagery indicates that stables have been present on the Site for at least 25 years, based on the earliest available images. This provides clear evidence that the use is long established and lawful.

Pre-application request for seven dwellings (25/01543/PRE)

- 3.02 Pre-application advice was sought for the erection of seven dwellings with associated landscaping and access. The Council confirmed the Site lies within the Green Belt but advised it may have potential to be considered 'Grey Belt' land under the NPPF, subject to further assessment and justification in relation to the setting of the nearby Grade II listed Pound Farmhouse.
- 3.03 The Council raised no concerns with the indicative layout and design approach, noting that the proposed form, scale and positioning of development could be acceptable, subject to the submission of further supporting information. This proposal includes two additional dwellings, achieved partly through the introduction of smaller attached properties, while maintaining the overall form and design approach established at pre-application stage. The layout has also been improved to reduce visibility from the listed building and to minimise any potential impact.
- 3.04 The Conservation Officer noted that additional information would be required to assess the impact on the setting and significance of the adjacent listed building. In response, a detailed Heritage Asset Impact Assessment Statement has been prepared and submitted with this application, which demonstrates that the proposal would preserve the setting and significance of this designated heritage asset.
- 3.05 The pre-application response also identified key issues to be addressed as part of any future application, including highways and ecology; these matters have been fully considered and are addressed within the accompanying supporting documentation.

Relevant Nearby Application

Residential development north of Pound Farm (21/00434)

- 3.06 A hybrid application for a residential development of up to 84 dwellings, together with associated access from London Road, was granted conditional permission on 19 March 2024. This nearby permission is relevant as it demonstrates that the area is considered sustainable and suitable for residential development. The scheme also secured the provision of a new bus stop on London Road near the Site, which would improve accessibility and support sustainable travel options.

4.00 Proposed Development

- 4.01 A detailed description of the proposed development is provided in the Design & Access Statement prepared by TAS Architects. In summary, the proposal is for the demolition of the existing stables and associated structures and the construction of nine dwellings with associated landscaping, parking and access.
- 4.02 The proposal would provide a mix of three and four bedroom family homes. The dwellings would be set back from the highway and arranged around a central access road and communal garden. They are positioned within the lower parts of the Site which, together with retained boundary planting and an arrangement that places smaller dwellings towards the front and larger dwellings to the rear, would reduce their visual prominence from key viewpoints.
- 4.03 The three bedroom dwellings (type 1A & 1B) would have two storeys of accommodation, with the first floor partly contained within the roof space, resulting in a low profile. The four bedroom dwellings (type 2B) would adopt a similar approach with the upper floor partly contained in the roof space. The larger four bedroom dwellings (type 2A) would also have a two storey form, but with accommodation extending into the second floor roof space to create three levels. The dwellings would be designed in a contemporary rural style that respects the local character and context. They would be constructed using a limited palette of high quality materials, including a mix of dark and natural timber cladding and standing seam metal roofs, to reinforce the rural character and provide an attractive and cohesive appearance.
- 4.04 The proposed development has been designed to achieve a high level of environmental performance through an energy efficient fabric first approach, incorporating high levels of insulation, airtight construction and high performance glazing. The dwellings would also incorporate low carbon technologies such as air source heat pumps and provision for solar panels.
- 4.05 A high quality landscaping scheme would be introduced, including a communal garden and the planting of trees, hedgerows and shrubs to provide an attractive setting and contribute to local ecology.
- 4.06 Each four bedroom dwelling would be served by two off street parking spaces and an enclosed garage. Each three bedroom dwelling would have one parking space, with an additional parking space and garage located along the western boundary. Three visitor parking spaces would be provided on the access road near the entrance.

5.00 Planning Policy Framework

Local Planning Policy

5.01 The starting point for assessing development proposals is always the Development Plan. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states *‘if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise’*.

5.02 The Development Plan relevant to the assessment of this proposal comprises the North Hertfordshire Local Plan 2011 to 2031. In addition, supplementary planning guidance, the National Planning Policy Framework and Planning Practice Guidance are important material considerations in the determination of this application.

North Hertfordshire Local Plan 2011-2031

5.03 The North Hertfordshire Local Plan (the ‘Local Plan’) was adopted on 8 November 2022 and sets out the long-term vision and policies for managing growth within the District. However, in the absence of a demonstrable five-year housing land supply, the policies most important for determining applications for housing are considered to be out of date. Notwithstanding this, relevant policies within the adopted Local Plan remain a material consideration and have informed the design of the proposal. The relevant policies are set out below:

Policy SP1	Sustainable development in North Hertfordshire
Policy SP2	Settlement Hierarchy and Spatial Distribution
Policy SP5	Countryside and Green Belt
Policy SP6	Sustainable Transport
Policy SP8	Housing
Policy SP9	Design and Sustainability
Policy SP12	Green Infrastructure, landscape and biodiversity
Policy SP13	Historic Environment
Policy T1	Assessment of Transport matters
Policy T2	Parking
Policy HS3	Housing mix
Policy D1	Sustainable Design
Policy D3	Protecting living conditions
Policy NE2	Landscape
Policy NE4	Biodiversity and geological sites
Policy NE7	Reducing flood risk
Policy NE8	Sustainable drainage systems
Policy HE1	Designated heritage assets
Policy HE4	Archaeology

Vehicle Parking at New Developments Supplementary Planning Document (November 2011)

5.04 The North Hertfordshire Vehicle Parking SPD (November 2011) sets minimum parking standards for residential development based on local evidence of car ownership. For dwellings with two or more

bedrooms, including three and four bedroom houses, a minimum of two parking spaces per dwelling is required. The SPD also requires the provision of visitor or unallocated parking within developments, typically within the range of 0.25 to 0.75 spaces per dwelling, with the precise level reflecting the specific characteristics and parking provision of the scheme. In addition, secure and covered cycle parking should be provided for each dwelling to support sustainable modes of transport. These requirements are repeated in the Appendix 4 of the Local Plan.

The North Hertfordshire Design Supplementary Planning Document (2011)

- 5.05 The North Hertfordshire Design Supplementary Planning Document (2011) requires development to respond positively to its context, respecting local character, landscape setting and key views, while delivering high-quality, sustainable design. It places particular emphasis on layout, scale, materials and landscaping in achieving attractive, cohesive and well-integrated places.

National Planning Policy Framework (2024)

- 5.06 Central Government advice relevant to this application is contained within the recently revised National Planning Policy Framework. The most relevant aspects of the Framework are summarised below.
- 5.07 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 5.08 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. Paragraph 8 identifies the three dimensions to sustainable development which are economic, social and environmental.
- 5.09 Paragraph 11 sets out the presumption in favour of sustainable development as the central aspect of planning policy and decision taking. In terms of determining development proposals, this means approving schemes which accord with the Development Plan without delay. Where there are no relevant Development Plan policies or the policies which are most important for determining the application are out-of-date, granting permission unless:
- i. *the application of policies in this Framework that protect areas or assets of particular importance provides a strong 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination*
- 5.10 Section 4 requires local planning authorities to approach decisions on proposed development in a positive and creative way. Paragraph 39 states that decisionmakers should seek to approve applications for sustainable development where possible.
- 5.11 Section 5 'Delivering a sufficient supply of homes', at paragraph 61 confirms the Government's objective of significantly boosting the supply of homes. Paragraph 73 recognises that small and medium sites can make an important contribution to meeting the housing requirement of an area and that great weight should be given to the benefits of using suitable sites within settlements for homes.

- 5.12 Section 9 Promoting sustainable transport at paragraph 110 states that the planning system should actively manage patterns of growth in support of these objectives. It advises that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. It also recognises 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.
- 5.13 Paragraph 115 sets out the criteria for assessing development proposals. It requires that opportunities to promote sustainable transport modes are taken up, having regard to the type and location of the development. It also requires that safe and suitable access can be achieved for all users, that the design of streets and parking areas reflects current national guidance, and that any impacts on the transport network or highway safety can be mitigated to an acceptable degree.
- 5.14 Paragraph 116 confirms that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.
- 5.15 Section 11 'Making effective use of land' confirms planning decisions and policies should promote an effective use of land in meeting the need for homes and other uses. It supports the development of under-utilised land, especially if this would help to meet identified needs for housing where land supply is constrained.
- 5.16 Section 12 'Achieving well-designed places', at paragraph 131 states that creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. It notes that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 5.17 Section 13 'Protecting Green Belt land', states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
- 5.18 Paragraph 143 identifies the five key purposes of the Green Belt:
- a) To check the unrestricted sprawl of large built-up areas*
 - b) To prevent neighbouring towns merging into one another*
 - c) To assist in safeguarding the countryside from encroachment*
 - d) To preserve the setting and special character of historic towns*
 - e) To assist in urban regeneration, by encouraging the recycling of derelict and other urban land*
- 5.19 Paragraph 153 confirms that inappropriate development in the Green Belt is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 5.20 Paragraph 154 states development in the Green Belt is inappropriate unless one of the exceptions applies, which includes redevelopment of previously developed land that would not cause substantial harm to the openness of the Green Belt.
- 5.21 Paragraph 155 states that the development of homes in the Green Belt should also not be regarded as inappropriate where all the following apply:

- a) *The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;*
- b) *There is a demonstrable unmet need for the type of development proposed;*
- c) *The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework⁵⁷;*

5.22 The definition of grey belt land provided in Annex 2 of the NPPF and is set out below:

For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

5.23 Section 16 'Conserving and enhancing the historic environment' at paragraph 212 confirmed 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.

6.00 Planning Appraisals

- 6.01 The main issues to be considered in the assessment of this proposal are the principle of development in the Green Belt, character and appearance, heritage impacts, residential amenity, flood risk, ecology, sustainable design, highway safety, and the overall planning balance.

Principle of Development in the Green Belt

Scheme not defined as 'Inappropriate Development'

- 6.02 Policy SP5 of the Local Plan confirms permission will only be granted for development proposals in the Green Belt where they would not result in inappropriate development or where very special circumstances have been demonstrated.

- 6.03 Green Belt national policy is set out in Section 13 of the NPPF. It states that the Government attaches great importance to the Green Belt and the fundamental aim of policy is to prevent urban sprawl, by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.

- 6.04 The NPPF lists various exceptions to inappropriate development, including new homes on grey belt land. The proposal complies with this new exception for the reasons set out below.

Grey Belt Land

- 6.05 Paragraph 155 of the NPPF states that the construction of new homes in the Green Belt should not be regarded as inappropriate where:

- a) The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;
- b) There is a demonstrable unmet need for the type of development proposed;
- c) The development would be in a sustainable location with reference to paragraph 110 and 115 of the NPPF

- 6.06 Grey Belt is defined as land in the Green Belt which is previously developed and/or does not strongly contribute to purposes (a), (b), and (d) of paragraph 143 of the NPPF - namely, to check unrestricted sprawl of large built up areas, prevent neighbouring towns merging and to preserve the setting and special character of historic towns.

- 6.07 The Site comprises an authorised and established equestrian complex and therefore meets the definition of previously developed land. While elements of the proposed development extend into the adjacent field, this land is functionally and physically associated with the existing equestrian use and forms part of its established curtilage. As such, it also falls within the definition of previously developed land, which includes the curtilage of developed land.

- 6.08 This approach is supported by appeal decisions, including at Clover Court, Bushey Drive, Clanfield (3235474), where the Inspector confirmed that paddocks associated with an equestrian use can form part of previously developed land where they are integral to that use. In that case, the Inspector stated (Appendix 1):

“Notwithstanding the Council’s comments, the evidence before me indicates that the paddocks, irrespective, of being divided into sections are used in conjunction with the stables and barn and form an integral part of the equine use that extends across the entire site.

...Consequently, I am satisfied that the site constitutes Previously Developed Land (PDL) as defined in Annex 2: Glossary of the National Planning Policy Framework (the Framework), irrespective of whether or not the land is damaged or in need of repair.

- 6.09 Furthermore, the Site does not make a strong contribution to the relevant Green Belt purposes, as set out below.

Purpose A - Unrestricted sprawl of large built up areas

- 6.10 The Site is located on the edge of St Ippolyts, which the Local Plan identifies as a Category A village. Its location outside Hitchin means that the proposal would not result in the unrestricted sprawl of a large built-up area. Planning Practice Guidance (PPG) confirms that villages should not be regarded as large built-up areas for the purposes of this assessment. This position is reflected in the Council’s pre-application response, which states:

The site is within St Ippolyts, which is a Category A Village and therefore not a large built up area, and the site is outside of Hitchin which ensures it will not result in the unrestricted sprawl of large built up areas

- 6.11 The PPG further advises that land which contributes strongly to this Green Belt purpose is typically open, free from development and lacking containment features. In this case, the Site contains existing built form and is influenced by surrounding development, including nearby residential properties, associated structures and a water pumping station.

- 6.12 As the Site is partially enclosed, contains existing development and is physically and visually separated from Hitchin, it is considered to make only a moderate contribution to this purpose.

Purpose B - Towns merging

- 6.13 This purpose is only concerned with two or more ‘towns’ merging. Any potential impact relating to the merging of a village and town is not applicable. The Site is located on the edge of a village and does not lie between two towns where development could lead to merging. Hitchin is the closest settlement of a larger scale, but the proposal would not result in any noticeable merging with other towns, which are located at a considerable distance and in different directions. This position is confirmed in the pre-application response, which notes that the Site lies outside Hitchin and that St Ippolyts is not a town, and as such the development would not lead to the merging of neighbouring towns. The proposal would therefore make only a weak contribution to this purpose.

Purpose D – to preserve the setting and special character of historic towns

- 6.14 The PPG confirms that this purpose is concerned with historic towns rather than villages. The Site is not located within a historic town and is physically and visually separate from Hitchin. Furthermore, the Site already contains existing built form and the scale of development proposed is limited. In this context, the development would not affect the setting or special character of any historic town.

- 6.15 The assessment above demonstrates that the Site does not strongly contribute to any of the purposes (a), (b), or (d) in paragraph 143 of the NPPF. The Site therefore satisfies the first limb of the planning definition of Grey Belt.

Footnote 7 of the NPPF

- 6.16 Footnote 7 of the NPPF excludes land from the definition of Grey Belt where policies relating to areas or assets (other than Green Belt) provide a strong reason for refusing or restricting development. In this instance, the Site is not located within a Conservation Area, National Landscape, or subject to any other designation listed within footnote 7.
- 6.17 The Site lies in proximity to Pound Farmhouse, a Grade II listed building; however, it does not fall within its curtilage. As confirmed within the submitted Heritage Asset Impact Assessment, the Site occupies low-lying ground within a natural hollow, with rising landform limiting intervisibility between the proposed development and nearby heritage assets.
- 6.18 The proposed dwellings are modest in scale and located on lower ground. When considered alongside the substantial separation distance, these factors would limit the potential for any adverse impact on the setting of the listed building.
- 6.19 In addition, existing boundary treatments, including a tall fence and established vegetation, alongside proposed landscaping, would further restrict views of the development from Pound Farmhouse. The Heritage Assessment confirms that views from the farmhouse towards the Site are already limited, with only partial or filtered visibility in the existing situation. As such, the Site does not form a prominent or sensitive component of the asset's setting, and the proposed development would not materially alter how the listed building is experienced.
- 6.20 The proposal would replace the existing equestrian complex with a high-quality residential development, resulting in an enhancement of the Site. The Heritage Assessment confirms that, despite a change in land use, the proposed development would not harm the significance of nearby designated heritage assets, including Pound Farmhouse.



High boundary treatment and lower ground levels would largely obscure views of the proposed development from Pound Farmhouse



Photograph taken from Pound Farmhouse showing the high boundary treatment and change in levels (indicated by the adjoining trees) that would conceal views of the development

6.21 The Heritage Asset Impact Assessment concludes that the proposal would preserve the significance of the identified heritage assets, resulting in no harm to their setting. Even on a precautionary basis, if harm were to be identified, any effect would lie at the very lowest end of the “less than substantial harm” range. Such a limited degree of harm would not constitute a “strong reason for refusal” within the meaning of NPPF footnote 7.

6.22 Accordingly, there are no strong reasons for refusing or restricting development under footnote 7. The proposal therefore complies with this requirement of the Grey Belt exception.

Impact on the remaining Green Belt

6.23 The Site is small in size, includes existing built form and is positioned adjacent to and opposite existing residential development. A small scale housing development on this limited and partly enclosed brownfield land would not, as confirmed in the pre-application response, fundamentally undermine the purposes of the remaining Green Belt within the plan area when taken as a whole.

Unmet need for the type of development proposed

6.24 The Council confirmed in the pre-application response that it is currently unable to demonstrate a five year housing land supply, with supply falling below four years. This represents a shortfall when assessed against national requirements and evidences a clear and demonstrable need for additional housing. The proposed development would make a minor but important contribution towards addressing this shortfall.

Sustainable location

6.25 Paragraph 110 of the NPPF requires that significant development should be directed to locations which are, or can be made, sustainable, by minimising the need to travel and offering a genuine choice of transport

modes. Importantly, the Framework recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas and should therefore be applied flexibly, having regard to local context.

- 6.26 Paragraph 115 of the NPPF confirms that, in assessing development proposals, opportunities to promote sustainable transport modes should be taken, having regard to the type, scale and location of the development.
- 6.27 The proposed development comprises a small-scale residential scheme located on the edge of St Ippolyts, which is identified within the Local Plan as a Category A Village. These villages are recognised as relatively sustainable rural settlements, benefiting from a range of services and facilities, and with the ability to accommodate appropriate levels of growth.
- 6.28 The Site is sustainably located on the edge of the village and benefits from good access to various facilities via connecting footpaths and established pedestrian routes. The village centre, which includes a primary school, church and playing fields, is approximately an 11-minute walk from the Site. St Ippolyts Store and the Parish Hall are located within approximately a 5-minute walk, whilst The Bird and Hand public house is approximately a 12-minute walk away. The proximity of these facilities reduces reliance on private vehicles for day-to-day needs.
- 6.29 The Site is also located in proximity to Hitchin, which offers a wider range of services, facilities and employment opportunities. Whitehill Junior School lies approximately a 21-minute walk from the Site, while Kingshott School (senior) is around a 24-minute walk away. A service station, including an M&S shop and café, is accessible within an approximate 18-minute walk. Hitchin town centre can be reached within around 35 minutes on foot or approximately 11 minutes by cycle. Hitchin railway station, which provides frequent services to London and other key destinations, is located approximately a 42-minute walk from the Site and is within a reasonable daily cycling distance of approximately 11–12 minutes.
- 6.30 In addition, the Site is served by public transport, with bus stops located within a short walking distance on London Road. These provide access to routes 304, 314 and 315, which connect the Site to Hitchin, St Albans, Welwyn Garden City and other surrounding settlements. This further enhances the range of sustainable travel options available to future occupiers.
- 6.31 The Site is therefore in a sustainable location for the type and scale of development proposed, particularly when considered in the context of its rural setting. Future residents would have access to a range of local services and facilities on foot, as well as opportunities to travel by cycle and public transport. The proposal therefore complies with the objectives of the NPPF in terms of promoting sustainable transport.

Summary

- 6.32 The proposal complies with the requirements of paragraph 155 of the NPPF. It is located on Grey Belt land, would not undermine the purposes of the wider Green Belt, meets a clear housing need, and is in a sustainable location. The development therefore represents an appropriate form of development, and the principle of residential development is acceptable in policy terms.

Character and appearance

- 6.33 The NPPF places great emphasis on achieving high quality design, requiring development to be sympathetic to local character and context, while allowing for appropriate innovation and change.

- 6.34 Policies SP9 and D1 of the Local Plan require development to achieve a high standard of design and to respond positively to its surroundings, taking account of local character, context and distinctiveness.
- 6.35 This section of London Road is characterised by a mix of intermittent residential and equestrian/agricultural development interspersed with open fields. Mature trees and established hedgerows along the highway boundary reinforce its edge-of-village, semi-rural character. The vegetation along the frontage makes a positive contribution to the local character, forming a green corridor along the road.
- 6.36 The proposed development would deliver a high-quality residential scheme that responds positively to its local context, in accordance with national and local design objectives.

Layout

- 6.37 The proposed dwellings are set back from the frontage and positioned at a lower ground level than the highway, with the larger four-bed properties located towards the rear of the Site, reducing their visual prominence. This set back allows for the retention of existing vegetation along the frontage, which will help to screen the development and preserve the verdant character of the street scene and surrounding area.
- 6.38 The dwellings are carefully arranged around a new accessway and an attractive communal garden area positioned adjacent to the boundary with Pound Farm, providing an important buffer zone and a natural focal point for the development. The layout, combined with a high-quality landscaping scheme, would create a pleasant setting and ensure the development integrates comfortably and discreetly into the wider landscape.
- 6.39 The positioning and separation distances between the dwellings, along with the proposed garden sizes, are appropriate for this context. The layout references a farmstead-style arrangement, minimises encroachment into the surrounding paddocks, and avoids an overly dense or cramped form of development. As such, a coherent and well-balanced layout has been achieved that responds appropriately to the semi-rural character of the area.

Scale and massing

- 6.40 The proposed dwellings would comprise two-storey forms, with first floors to the frontage units partly contained within the roof space, which reduces their overall profile and visual prominence. The form and scale of the development respond appropriately to the varied character of the surrounding area, which includes a mix of building sizes, including larger properties, ensuring that the new dwellings would not appear unduly dominant within this context. The use of gable-fronted designs further articulates the built form, breaking up the massing and helping to avoid an overly bulky or visually intrusive appearance.

Design and appearance

- 6.41 The dwellings are attractively designed in a contemporary rural style, incorporating gable-fronted forms and lean-to elements that reference agricultural buildings and respond appropriately to the semi-rural context. The use of traditional pitched roofs reflects the surrounding built form, while the careful articulation of elevations, composition and fenestration contributes to a coherent and aesthetically appealing design. Overall, the proposal achieves a high standard of design in accordance with local policy requirements.

Materials

- 6.42 The dwellings would be predominantly clad in timber, providing a high-quality finish that reinforces the rural character. A mix of natural and dark cladding would add visual interest and help break up built form. The timber cladding and green roofs would also have a soft appearance and help integrate the development into the surrounding landscape.

Landscaping

- 6.43 The NPPF requires planning decisions to recognise the intrinsic character and beauty of the countryside and to ensure development responds positively to local landscape character. It supports well-designed proposals that avoid significant adverse impacts and, where possible, contribute to the protection and enhancement of the natural environment.
- 6.44 Policy SP1 of the Local Plan seeks to protect key elements of the environment. Policy NE2 of the Local Plan confirms development will be permitted if it respects the character and sensitivity of the local landscape, avoids harmful impacts, and protects important features. It requires well-designed proposals that include appropriate mitigation and ensure the long-term management and maintenance of landscaping.
- 6.45 The Site is not subject to any statutory landscape designation. Its principal landscape features comprise mature trees and hedgerows along the frontage and side boundaries, which would be retained.
- 6.46 The proposal extends into part of a field currently subdivided into paddocks associated with the existing equestrian use. Whilst the introduction of nine dwellings would result in some change to the rural character of this area, this effect would be moderated through the removal of existing stables and associated structures, together with the overall tidying and enhancement of the Site. The Site is well contained, and any landscape effects would be largely limited to the Site and its immediate surroundings. The development would also be read in the context of the surrounding residential properties, further reducing its perceived impact. A high-quality landscaping scheme is proposed to soften and integrate the development into its surroundings. Existing trees and boundary vegetation would be retained, maintaining visual screening and preserving the verdant character of this part of London Road.

Heritage

- 6.47 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that, in determining applications affecting a listed building or its setting, special regard is given to the desirability of preserving the building, its setting, and any features of special architectural or historic interest.
- 6.48 The NPPF confirms that great weight should be given to the conservation of designated heritage assets when assessing the impact of development on their significance, irrespective of the level of harm.
- 6.49 Policies SP13 and HE1 of the Local Plan reflect this approach, attaching great weight to the conservation of heritage assets and requiring any harm to be clearly justified and weighed against the public benefits of a proposal.
- 6.50 An assessment of the proposal's impact is provided within the accompanying Heritage Asset Impact Assessment. This concludes that, whilst the development would introduce a change within the wider setting of nearby heritage assets, including Pound Farmhouse (Grade II listed), the combination of the site's low-lying topography, the absence of meaningful intervisibility, and the proposed layout, scale and design would ensure that the significance of the asset is preserved.

- 6.51 The development would therefore preserve the setting of the adjacent listed building and would result in no harm to its significance. Accordingly, the proposal satisfies the statutory duty under Section 66(1), as well as the requirements of the NPPF and Local Plan policies.

Amenity

- 6.52 The NPPF requires high quality design and a good standard of amenity for all existing and future occupiers. This key principle is reflected in Policy D1 and D3 of the Local Plan which seeks to protect living conditions and that new residential development complies with the nationally described space standards.

Quality of environment

- 6.53 The proposed dwellings would provide flexible internal layouts that exceed the nationally described space standards. All habitable rooms would benefit from clear glazed openings, ensuring good levels of natural light, outlook and ventilation. The properties would also benefit from generously sized private gardens, contributing to a high-quality residential environment. In addition, future occupants would have access to a communal garden, enhancing the living environment and encouraging social interaction and a sense of community.

Neighbouring amenity

- 6.54 The dwellings are arranged to minimise any potential views from Pound Farm, with the communal garden positioned adjacent to this boundary. The combination of a high retaining wall, the Site's lower ground levels, and significant separation distances would ensure there is no adverse impact on the amenities of its occupants, as the development would not be overbearing, harm light, or result in a loss of privacy.
- 6.55 The proposed dwellings would not be in the direct line of sight of The Eves on the opposite side of London Road, which is enclosed by a high brick wall that further reduces any potential impact. Visibility would also be reduced by the setback from the highway, the lower ground levels of the Site, and the retention of existing hedgerows and trees along the frontage. As such, the proposal would not harm the living conditions of these neighbouring occupiers.
- 6.56 The Site is located a significant distance from all other surrounding properties, ensuring that the development would not give rise to any material impact on neighbouring amenity.

Flooding

- 6.57 The Site lies within Flood Zone 1 and is therefore at low risk of flooding from fluvial and tidal sources. Given the site area is less than 1 hectare, a Flood Risk Assessment is not required. Notwithstanding this, a detailed Drainage Strategy has been prepared to address surface water management. The proposed SuDS-led approach incorporates permeable paving, green roofs, a soakaway and detention basin to manage runoff on-site. The drainage network is designed to accommodate up to the 1 in 100 year event plus 40% climate change, with exceedance flows directed away from buildings and safely contained within landscaped areas. As such, the development will not increase flood risk on-site or elsewhere.

Ecology

- 6.58 The proposals would not result in adverse effects on protected species, subject to the implementation of standard mitigation and precautionary measures identified within the Preliminary Ecological Appraisal. The Site is of limited ecological value and no further surveys are required.
- 6.59 While the development cannot achieve biodiversity net gain on-site, it will deliver the mandatory minimum 10% BNG through a combination of on-site enhancements and the provision of off-site biodiversity units, as set out in the Biodiversity Net Gain Assessment and accompanying metric.

Sustainable design

- 6.60 The proposed dwellings would be constructed to a high environmental standard, adopting a fabric-first approach to maximise energy efficiency and reduce heat loss. As set out in the Design and Access Statement, the scheme incorporates timber frame construction, high levels of insulation, airtightness and high-performance glazing, with design principles aligned to a near-Passivhaus standard.
- 6.61 Renewable and low-carbon technologies, including photovoltaic panels and air source heat pumps, would be integrated, alongside mechanical ventilation with heat recovery to optimise internal comfort and energy efficiency. The layout and orientation of the dwellings have also been designed to support passive solar gain and reduce overheating. Electric vehicle charging points and sustainable drainage measures further contribute to the overall sustainability of the development.

Car parking and highway safety

- 6.62 The NPPF sets out the Government's approach to promoting sustainable transport and encourages development that reduces congestion and supports the use of sustainable modes of travel. It confirms that development should only be refused on highway grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.
- 6.63 Policy SP6 of the Local Plan encourages development in locations which enable sustainable journeys to be made to key services and facilities. Policy T1 states that development will be supported where it would not result in highway safety issues or give rise to unacceptable impacts on the highway network.
- 6.64 The submitted Transport Statement demonstrates that the Site is accessible and suitable for residential development, with no unacceptable impacts on the local highway network. The existing access is located on a straight section of London Road and will be upgraded to comply with relevant design standards. Appropriate visibility can be achieved in both directions, ensuring safe access and egress. Swept path analysis confirms that refuse and emergency vehicles can safely enter, turn and exit the Site in forward gear. Given the relatively modest scale of this minor development, the proposals would not materially affect traffic flows on London Road.
- 6.65 Each dwelling would be provided with two parking spaces in compliance with local standards. Garages are also proposed for each property, providing additional parking capacity and secure cycle storage. Three unallocated visitor spaces would be provided in accordance with the relevant standards set out in Appendix 4 of the Local Plan. The proposal therefore delivers an appropriate level of parking provision in line with adopted policy requirements.

Planning Balance

Social

- 6.66 The NPPF places significant weight on the need to provide a sufficient supply of housing. The Council has acknowledged that it cannot demonstrate a five-year supply of deliverable housing sites and has therefore failed to significantly boost the supply of homes as required by the NPPF. As a result, the presumption in favour of sustainable development, as set out in paragraph 11(d) of the NPPF, is engaged. Planning permission should therefore be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 6.67 The proposal would deliver nine new family dwellings, contributing towards the identified need for housing. In the context of the NPPF's emphasis on boosting housing supply, making effective use of land, and supporting small and medium-sized sites, the provision of new housing attracts substantial weight in the planning balance.

Environment

- 6.68 The proposal would deliver a high-quality form of development incorporating sustainable design measures, including a fabric-first approach and low-carbon technologies, together with biodiversity enhancements. Whilst the scheme would introduce additional built form and result in some change to the existing rural character, the Site contains established equestrian development and is read in the context of surrounding built form. Any landscape and visual effects would therefore be localised and limited.
- 6.69 The proposal includes a comprehensive landscaping strategy, retention of key boundary vegetation, and on-site ecological enhancements, with the required biodiversity net gain to be secured through off-site provision. The development has also been carefully designed to preserve the setting of Pound Farmhouse.
- 6.70 Overall, the environmental effects of the proposal are considered to be neutral in the planning balance.

Economic

- 6.71 The development would generate economic benefits, including employment during the construction phase and increased expenditure by future residents supporting local services and facilities. The scheme would also generate additional local revenue, including council tax receipts. These effects attract moderate positive weight in the planning balance.

Overall

- 6.72 When assessed against the policies of the development plan as a whole, and having regard to the presumption in favour of sustainable development, any adverse impacts associated with the proposal would not significantly and demonstrably outweigh the identified benefits. The proposal would therefore constitute sustainable development, and in accordance with paragraph 11(d) of the NPPF, planning permission should be granted.

7.00 Conclusions

- 7.01 The proposed development represents a high-quality and sustainable residential scheme on a site comprising an established equestrian use, which is considered to fall within the definition of Grey Belt as set out in the NPPF. The proposal complies with paragraph 155, in that the Site does not strongly contribute to the key purposes of the Green Belt, would not fundamentally undermine the purposes of the wider Green Belt, is located in a sustainable location, and responds to an identified housing need. The development therefore represents an appropriate form of development and the principle of development is acceptable
- 7.02 The scheme has been carefully and sensitively designed to respond to its context. The layout, scale and appearance are well-considered and would integrate the development into the surrounding landscape while preserving the site's semi-rural character. The setting of the adjacent Grade II listed building would be preserved. In any event, were any harm to be identified, it would fall at the very lowest end of the "less than substantial harm" range and would not constitute a strong reason for refusal within the meaning of footnote 7 of the NPPF.
- 7.03 The proposal would provide a high standard of accommodation for future occupiers without resulting in unacceptable impacts on neighbouring amenity. It incorporates appropriate access, parking and servicing arrangements, and the Transport Statement confirms that the development would not give rise to any unacceptable impacts on highway safety or severe residual cumulative impacts on the road network.
- 7.04 The development would deliver clear and substantial benefits, including the provision of additional family housing in a district that cannot demonstrate a five-year housing land supply, together with economic benefits and environmental enhancements, including biodiversity net gain (secured through off-site provision) and high-quality landscaping. In the context of paragraph 11(d) of the NPPF, the presumption in favour of sustainable development is engaged. There are no adverse impacts that would significantly and demonstrably outweigh the identified benefits, and no strong reasons for refusal arising from other policies within the Framework.
- 7.05 For the reasons outlined in this Statement, the proposal represents a sustainable form of development and is acceptable in planning terms.

APPENDIX ONE

Clover Court, Bushey Drive, Clanfield (3235474)

Appeal Decision

Site visit made on 4 December 2019

by Bhupinder Thandi BA (Hons) MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 12th May 2020.

Appeal Ref: APP/D3125/W/19/3235474

Clover Court, Bushey Drive, Clanfield OX18 2TS

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by Stewart Brothers Property against the decision of West Oxfordshire District Council.
 - The application Ref 19/00115/OUT, dated 9 January 2019, was refused by notice dated 21 June 2019.
 - The development proposed is an outline application for 4 dwellings with access.
-

Decision

1. The appeal is allowed and planning permission is granted for an outline application for 4 dwellings with access at Clover Court, Bushey Drive, Clanfield OX18 2TS in accordance with the terms of the application Ref 19/00115/OUT dated 9 January 2019 subject to the conditions set out in the Schedule to this decision.

Application for costs

2. An application for costs was made by Stewart Brothers Property against West Oxfordshire District Council. This application is the subject of a separate Decision.

Procedural Matter

3. The application was submitted in outline with all matters reserved for future consideration save for access. I have determined the appeal on this basis.
4. Following determination of the planning application by the Council, the appellant has prepared a Landscape and Visual Assessment and a Design Narrative document. I have paid regard to both documents in consideration of the appeal and I note that the Council have commented on their contents. Having regard to the Wheatcroft Principles I am satisfied that no interested parties have been prejudiced by my approach.

Main Issue

5. The main issues of this appeal are:
 - Whether the appeal site is an appropriate location for new housing having regard to the development plan and relevant national planning policies; and

- the effect of the proposed development upon the character and appearance of the area.

Reasons

Appropriate location for housing

6. Clanfield is classed as a “village” in the settlement hierarchy outlined in the West Oxfordshire Local Plan (2018) (LP). Policy OS2 of the LP states such settlements are suitable locations for limited development provided they respect village character and local distinctiveness and would help to maintain the vitality of these communities.
7. Policy H2 of the LP, amongst other things, sets out a number of circumstances whereby new dwellings will be permitted in such “villages”. These include on allocated housing sites, on previously developed land within or adjoining the built-up area, on undeveloped land within the built-up area or on undeveloped land adjoining the built-up area where it meets an identified housing need.
8. The appeal site comprises stables, barn and ménage positioned in the northern part of the site with the remainder of it open, split into paddocks, adjoining agricultural fields to the north and west. Nonetheless, the site is heavily influenced by the surrounding built form including the houses within Bushey Drive. Denser development extending along Mill Lane and offshoot side roads dominate the immediate landscape.
9. Short side roads and cul de sacs leading off Main Street and Mill Lane are features of this part of the village. Bushey Drive forms part of development stretching southwards along the road. Whilst it is linear comparative to the rest of the village it has a distinct tandem layout created by the conversion of former farmsteads. This layout is noticeable when travelling along Main Street. The position of buildings to the south of the site at the Windmill Farm Conference Centre also contributes to this development pattern.
10. Notwithstanding the Council’s comments, the evidence before me indicates that the paddocks, irrespective, of being divided into sections are used in conjunction with the stables and barn and form an integral part of the equine use that extends across the entire site.
11. My attention has been drawn to a Certificate of Lawfulness application relating to the use of the site. Whilst the stables and/or the barn may have been used in part to store personal items the site clearly has the appearance of one that is equestrian, albeit associated with Clover Court. Furthermore, the site does not form part of the garden area of any neighbouring dwelling.
12. Consequently, I am satisfied that the site constitutes Previously Developed Land (PDL) as defined in Annex 2: Glossary of the National Planning Policy Framework (the Framework), irrespective of whether or not the land is damaged or in need of repair.
13. It is not unusual to find such land uses within or on the edge of rural settlements. Whilst the site is largely open and borders agricultural fields it is also heavily influenced by the surrounding built form and neighbours existing residential development on two sides. As such, in my judgement, the site is located on the edge of the built-up area of Clanfield.

14. Clanfield is a suitable location for new development and benefits from a number of services and facilities to meet residents' day to day needs. These services and facilities are directly accessible from the site by foot and by bicycle.
15. The site therefore is a suitable location for new housing forming previously developed land adjoining the built-up area of the settlement. In this regard the proposal accords with Policy H2 of the LP.

Character and appearance

16. I acknowledge that the site and the field to the north are largely open. However, the proposed development would be modest in scale and read against a backdrop of existing development. It would not, in my view, lead to an unacceptable narrowing of the gap between the sprawling village core and the linear part of the village. The linear form would remain largely unaltered and the difference between the two parts of the settlement would still be very much apparent. The proposed development would not unacceptably alter the established layout or character of the village.
17. Whilst the site is largely open and located on the edge of the village, it is an ordinary equestrian field with no evidence to suggest it is a valued landscape including whether it comprises pasture associated with the district's historic wool trade. In my view it does not make an important contribution to the setting of the village. By the same token it also does not contribute to the wider agrarian landscape which provides an intrinsic landscape setting to the village.
18. There would be a degree of urbanisation and a greater depth of built form as a result of the development. However, there is no reason to suggest that an appropriate scale, design and layout could not be secured at reserved matters stage that reflects the surrounding context and local distinctiveness. The development, whilst increasing the depth of built form, would not undermine the appreciation of the linear built form or the countryside beyond.
19. I note the Council's comments that Clover Court, Bramble House and Thistle Dew have ignored historic principles, but they are nonetheless notable features that make up part of the area's character and appearance. As such, I am satisfied that the proposed development would form a logical complement to the scale and pattern of development in this part of the village.
20. The proposed development would not encroach into the surrounding agricultural fields and countryside and would be relatively well contained with limited localised views from nearby properties. There would be longer range, albeit only glimpsed views of the development and moreover, it would be viewed against a backdrop of existing houses. As such, I am satisfied that the proposed development would successfully integrate into the village and not result in landscape harm.
21. The Framework acknowledges that there will, at times, be a conflict between making the most efficient use of land and development reflecting the prevailing character and appearance of an area. In this instance a development of 4 dwellings would be proportionate and appropriate taking into consideration the character of the village and its immediate context.

22. Consequently, the proposed development would accord with Policies OS1, OS2, H2 and OS4 of the LP which, amongst other things, seek development that is proportionate and appropriate to its context; forms a logical complement to the existing scale and pattern of development and the character of the area; does not involve the loss of an area of open space that makes an important contribution to the character or appearance of the area and respects the landscape character.

Other Matters

23. I note reference has been made to previous applications and appeals near the site. However, every application and appeal must be considered on its own merits. By the same token, I am not convinced that were planning permission to be granted, other schemes would be likely to come forward as I have no substantive evidence to support such an argument.
24. It is not the purpose of the planning system to protect private views and thus I have given this negligible weight in coming to my decision.
25. The proposed development would be compatible with neighbouring uses and I have no reason to believe that it would lead to an unacceptable impact upon living conditions of nearby occupiers in respect of privacy or noise and disturbance.
26. There is no substantive evidence that the access is unsuitable or that the proposal would adversely affect highway safety, and I note that the Highway Authority raised no objection to the application. Planning conditions would manage access details and the visibility splay.
27. Whilst there may well be more bins for collection each week, considering the short length of time bins would be outside I find that they would not harm the appearance of the area or pose a health and safety risk.
28. In respect of flood risk, I note that the lead local flood authority raised no objection to the planning application and I see no reason to disagree with their advice. Planning conditions would manage surface water drainage. There is no substantive evidence that the proposal would lead to an increase in crime or be a strain on local services. I have no compelling evidence to indicate that the proposal would result in harm to protected species.
29. I note that there are a number of statutory listed buildings within the area including Setting Barn, Widford House, Windmill House and Windmill Barn. The appeal site is separated from these heritage assets by a fields to the north and existing built form to the south. Whilst the proposal has been submitted in outline form I am satisfied that the proposed development would not affect the setting of nearby listed buildings given this separation.

Conditions

30. The Council has suggested 19 conditions in the event that the appeal was to be allowed. I have considered these in light of the Framework and the Planning Practice Guidance (PPG). In the interests of precision, clarity and brevity I have reworded some of the suggested conditions.

31. Conditions relating to the submission of reserved matters and the time limits associated with this have been imposed. I have imposed a condition specifying the relevant drawing as this provides certainty.
32. In the interests of securing water sustainability a condition requiring details of a sustainable surface water drainage scheme has been imposed. In the interests of highway safety a condition requiring the means of access and the visibility splay with Main Street has been imposed. In the interests of human health I have imposed a condition regarding land remediation in the event that contamination is found during construction works.
33. The Council has suggested conditions for a scheme of ecological mitigation, integrated bat roosting features, bat friendly lighting and a Landscape and Ecology Management Plan. However, no clear justification has been provided for the conditions. As such these conditions are not necessary and I have not imposed them.
34. With regard to tree protection there are no trees or hedges of note on the site and therefore, in my view, the suggested condition is not necessary.
35. The Council has also suggested a condition for the development to connect to and receive superfast broadband. However, ensuring a minimum broadband speed is beyond the gift of the appellant and is an unreasonable request and I have not imposed it.
36. Taking into consideration the development would be well connected to the services and facilities in the village, accessible by means of transport other than motor vehicles and its modest scale a condition for a residential travel plan is not necessary or reasonable.
37. The Council has suggested a condition for a construction management plan. However, taking into account that the modest scale of the development is unlikely to result in intensive levels of construction activity and direct access is available from the highway to the site is available this condition has not been imposed.

Conclusion

38. For the reasons set out above the appeal succeeds.

B Thandi

INSPECTOR

Schedule of conditions

1. Details of the appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.
2. Application for approval of the reserved matters shall be made to the local planning authority not later than 3 years from the date of this permission.
3. The development hereby permitted shall take place not later than 2 years from the date of approval of the last of the reserved matters to be approved.
4. The development hereby permitted shall be carried out in accordance with the following approved plan: Site Location Plan Drawing No LP1 but only in respect of those matters not reserved for later approval.
5. No development shall take place until details of the means of sustainable surface water drainage has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
6. The development hereby permitted shall not commence until the means of access onto Main Street and the visibility splay have been submitted to and approved in writing by the local planning authority. Development shall then be carried out in accordance with the approved details prior to development. The access and visibility splay shall then be retained thereafter for the life of the development.
7. Any contamination that is found during the course of the construction of the approved development that was not previously identified shall be reported immediately to the local planning authority. Development on the part of the site affected shall be suspended and a risk assessment carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development is resumed or continued.

