



PLANNING STATEMENT

Langley Bottom Farm, London Road, Langley SG4 7PJ

Job Ref: 24/119

Date: January 2025



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PETER GEORGE TOWN PLANNING



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Section 1: Introduction & Background

- 1.1 Peter George Town Planning has been instructed by Mr Neil Stagg to prepare and make a planning application for the erection of a detached agricultural barn as a replacement for two existing agricultural barns.
- 1.2 The purpose of this statement is to set out the proposals, provide an analysis against relevant national and local planning policy and ultimately make the case as to why planning permission should be granted.

Planning History

Ref.	Proposal	Decision Date
00/00644/1	Erection of three polytunnels	Granted 26/06/2000
00/00308/1PUD	1. Use of field as a horticultural nursery with plants grown in open ground and containers. Erection of three polytunnels. 2. Use of part of dwelling for business purposes 3. Use of outbuilding for storage of garden implements and horticultural equipment 4. Use of open yard for vehicles associated with a parcel courier business	Split Decision 29/03/2000



Section 2: Analysis of the Site and Surroundings

- 2.1 The application site is an irregular parcel of land situated to the east side of London Road. The site contains a detached, two-storey farmhouse (unlisted), and a small number of detached outbuildings immediately to the east of the farmhouse. The site/wider holding is in a mixed use of residential, storage and distribution, and agriculture/horticulture.



Figure 1 - The Application Site

- 2.2 Outbuildings on the site include two detached barns situated within the south-eastern part of the site. These are in use in connection with the agricultural/horticultural use of the site. There are two further outbuildings situated between the afore-mentioned barns and the farmhouse. These appear to be used in connection with the residential use of the site.



- 2.3 The site contains a large hardstanding which has previously used in connection with both the residential and commercial operations at the site for many years.



Figure 2 - Existing Barns

- 2.4 A long strip of land is situated to the east of the main yard which extends nearly as far as Dyes Lane to the east. The site is in agricultural use and one polytunnel is positioned on the site at present (in accordance with planning permission 00/00644/1). Two other polytunnels permitted as part of this permission have not been erected but, as the permission has been activated, could be erected in the future.

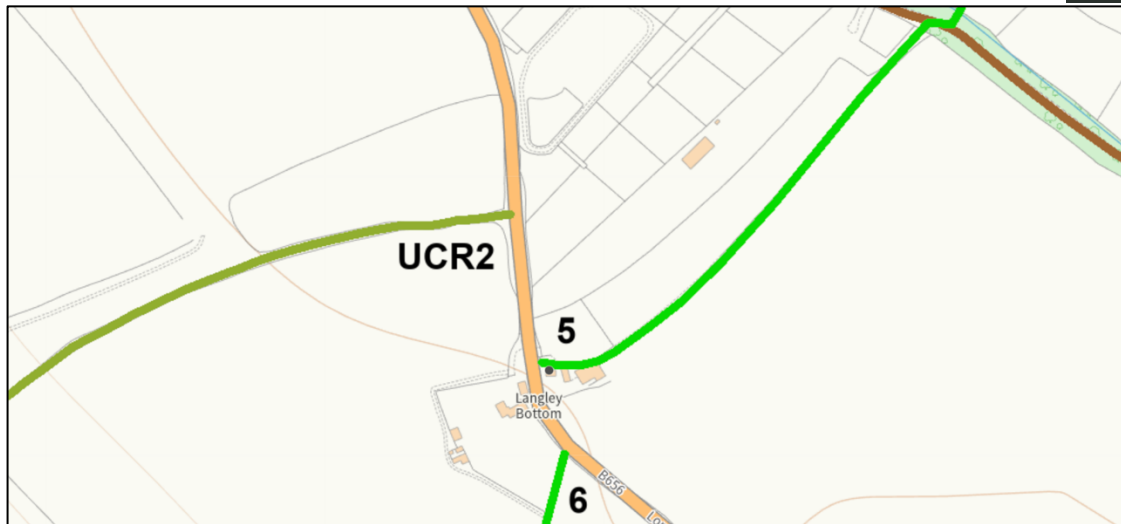


Figure 3 - Excerpt from HCC Rights of Way Map

- 2.5 The site has an existing vehicular access located to the west of the site onto London Road (B656). Public Right of Way (PRoW) Bridleway 005 runs through the site at the access point and continues along the south-eastern boundary of the site as it connects to Dyes Lane to the east. Bridleway 005 is essentially connected to Bridleway 006 which is situated to the south side of London Road extending south towards Langley Lane.

Wider Context

- 2.6 The site is located beyond a defined settlement boundary and is located in open countryside within the Metropolitan Green Belt. The nearest settlement is Langley which is approximately 800m to the south. Langley is a small settlement with limited local services or facilities. The nearest villages of note are Whitwell to the west, and Codicote to the south.



- 2.7 The site is located in Flood Zone 1 indicating a low risk of flooding from fluvial sources. Environment Agency (EA) mapping indicates that the site is not at risk of surface water flooding or flooding from any other sources.



Section 3: The Development Proposal

3.1 The proposed development can be described as follows:

“Erection of a detached agricultural barn as a replacement for two existing detached agricultural barns. Realignment of existing Public Right of Way (Bridleway 005).”

The Proposed Replacement Barn

3.2 The proposed is a single, modern agricultural building capable of providing secure storage for agricultural vehicles, machinery and implements, fertilizer, hay/straw etc. The proportions and design of the building are specific to enable entry for agricultural vehicles and machinery.



Figure 4 - Proposed Site Plan



- 3.3 The barn is proposed to have a depth of 18m and a width of 20m. It would have an eaves height of 5m and a ridge height of 7.14m. It is proposed to have a steel frame construction, with 0.5” box profile sheeting for the walls (Juniper Green) and 0.6” corrugated fibre cement roof panels (Dark Green).
- 3.4 The barn is proposed to be sited largely on the location of the existing barns which are proposed to be demolished. It would lie adjacent to the existing track which provides access to the adjacent agricultural field to the east.

Altered Public Right of Way

- 3.5 As part of these proposals, it is proposed to realign Bridleway 005 which currently cuts across the centre of the main yard area. These proposals seek for the PRow to be re-routed to the south side of the site in order to provide a safer route and also a more cohesive relationship with Bridleway 006 which is situated to the south side of London Road.



Section 4: Relevant Planning Policy

National Planning Policy Framework

- 4.1 The Government policies on different aspects of planning are set out in the National Planning Policy Framework 2024 (the Framework).
- 4.2 The relevant sections of the Framework are as follows:
- Section 2: Achieving sustainable development
 - Section 9: Promoting sustainable transport
 - Section 12: Achieving well-designed places
 - Section 13: Protecting Green Belt land
 - Section 14: Meeting the challenge of climate change, flooding and coastal change
 - Section 15: Conserving and enhancing the natural environment

Development Plan

- 4.3 Section 38(6) of the Planning Compulsory Purchase Act 2004 states that:

“If regard is to be had to the development plan for the purpose of any determination under the Planning Acts, the determination must be made in accordance with the plan unless material considerations dictate otherwise.”



4.4 The development plan context for the planning application is provided by:

- **North Hertfordshire Local Plan 2011-2031 (adopted November 2022)**

4.5 The following policies are considered relevant to the consideration of this application:

Strategic Policies

- 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 SP9: Design and Sustainability
- Policy SP11: Natural Resources and Sustainability
- Policy SP12: Green Infrastructure, Landscape and Biodiversity

Development Management Policies

- Policy T1: Assessment of Transport Matters
- Policy T2: Parking
- Policy D1: Sustainable Design
- Policy D3: Protecting Living Conditions
- Policy NE1: Strategic Green Infrastructure
- Policy NE4: Biodiversity and Geological Sites

Supplementary Planning Documents

- Vehicle Parking at New Development SPD September 2011



- Design SPD July 2011



Section 5: Planning Analysis

Green Belt

Policy Background

- 5.1 Section 13 of the National Planning Policy Framework (the Framework) contains policies pertinent to development within the Green Belt. Local Plan (LP) Policy SP5 largely defers to the Framework.
- 5.2 Paragraph 154 of the Framework advises that development in the Green Belt is inappropriate unless compliant with a list of exceptions set out in the remainder of the paragraph. Relevant exceptions are discussed in the following.

Whether Inappropriate Development

a) buildings for agriculture and forestry

- 5.3 The Framework sets out at paragraph 154a that the erection of agricultural buildings is not inappropriate development in the Green Belt. The question is simply therefore one of whether the proposed replacement barn would be for agriculture.



- 5.4 The existing buildings on the site are agricultural barns used in conjunction with the agricultural land parcel to the east (2.8 acres). They are currently used to store agricultural implements, machinery and other such items associated with the agricultural/horticultural use of the adjacent land.
- 5.6 As with the existing barns, the proposed barn is proposed to be used solely for agricultural purposes in conjunction with the agricultural/horticultural use of the adjacent land parcel. It will therefore be used to store agricultural vehicles and machinery, fertilizer, hay/straw and other implements and items related to the agricultural use.
- 5.7 Accordingly, the proposed replacement agricultural barn should not be regarded as being inappropriate development in the Green Belt in accordance with paragraph 154a of the Framework. There is moreover no requirement to consider matters relating to openness and purposes in relation to this exception.

d) the replacement of a building

- 5.8 The proposed development involves the replacement of two existing agricultural barns with a single agricultural barn. Accordingly, it is considered that the proposed development could be compliant with this



exception subject to a) the replacement building being in the same use, and
b) not being materially larger than the one it replaces.

- 5.9 As discussed above, the existing barns are used for agricultural purposes and the replacement barn would be for the same use. To that end, the proposed replacement building would satisfy the first part of the exception.
- 5.10 Regarding its size, the proposed barn would have a slightly larger footprint than the two barns and would be slightly taller. However, whilst the overall size and scale of the proposed replacement barn would be slightly larger than the cumulative size of the existing barns, it is not considered that it would be materially larger than the existing barns.
- 5.11 Accordingly, it is considered that the proposed development would not be inappropriate development in accordance with paragraph 145d of the Framework. There is no requirement to consider the impact on openness or purposes of the Green Belt.



Summary

- 5.12 For the reasons discussed in the foregoing, the proposed development would not be inappropriate development in the Green Belt. Accordingly, it would be compliant with Section 13 of the Framework and LP Policy SP5.

Impact on the Character and Appearance of the Area

Policy Background

- 5.13 LP Policies SP9 and D1 seek to ensure that new development is well designed, physically acceptable and appropriate in the context of the surrounding area/landscape. These policies are consistent with Section 12 of the Framework insofar that they seek to ensure the same objectives are met.

Discussion

- 5.14 The site lies within the Langley Valley Landscape Character Area (Area 214). Its key characteristics as set out in the Landscape Character Assessment (LCA) are its rolling chalk landform, dominant large scale arable farming and smaller areas of grazing on steeper chalk slopes, and the presence of woodland plantations concentrated in the north.



- 5.15 The site is located to the south of Rush Green, which is identified as making a negative contribution to the Character Area, with the landscape context primarily comprising an irregular pattern of agricultural fields to both sides of the B656. The immediate landscape is generally flat with long-range views possible across adjacent fields, broken up by hedgerows along field boundaries and small wooded areas.
- 5.16 The two barns proposed for removal are situated to the east of the existing farmhouse with two domestic outbuildings in between. Neither of these barns appear to have been particularly well constructed and both are in a fairly poor state of repair. In their current form, they are considered to make a limited contribution to the character and appearance of the area and the surrounding landscape.
- 5.17 In terms of the proposed, the replacement barn would have the traditional form, design and materiality of a modern agricultural barn. It would have a shallow pitched roof, have a steel frame construction with green sheeting for the walls and green corrugated fibre-cement panels for the roof, and have roller shutter and pedestrian doors to the front elevation.



5.18 Accordingly, whilst it would be taller than either of the existing barns that it is intended to replace and would be somewhat visible in the surrounding landscape, the proposed barn would have the form, design and appearance of a modern agricultural building not inconsistent with its wider farmland setting. Similarly, whilst the barn would be visible to public views from Bridleway 005 which is proposed to be diverted to the south side of the site, the presence of an agricultural barn in the landscape is not considered to be unusual nor would such be harmful.

Summary

5.17 In all, it is considered that the proposed agricultural barn would have an acceptable visual impact, whilst the demolition of the existing barns would not be objectionable. Accordingly, the proposed development would be compliant with LP Policies SP9 and D1 and Section 12 of the Framework.

Impact on Neighbouring Properties

5.18 The proposed barn would be situated adjacent to Langley Bottom Farmhouse. However, it is proposed to be set approximately 13m from the flank wall of the house at its nearest point and would not have a size that would cause any material harm to the living conditions of this property.



- 5.19 No other residential properties would be affected by the proposed development.

Highways Matters

General Discussion

- 5.20 No alterations are proposed to the existing vehicular access to the site. In addition, given that the proposed agricultural barn is proposed as a replacement for existing, there is not intended to be any intensification of the use of the site and its access. Accordingly, the proposals would be acceptable in highways safety terms.

Rerouting of Existing PRow Bridleway 005

- 5.21 As part of this planning application and following pre-application discussions with the County Council's Rights of Way team, it is proposed to re-route Bridleway 005 from adjacent to the entrance to the site to a route to the south of the existing farmhouse and associated buildings. This would provide a safer and more convenient connecting route from Bridleway 006 to 005 and obviate any requirement for the public to walk across the application site.



Ecology

Protected Species

- 5.23 A Preliminary Roost Assessment (PRA) has been carried out and is submitted with the application. This indicates that the application site has negligible potential to accommodate bats. Accordingly, no further surveys are required in this respect.

Biodiversity Net Gain

- 5.24 The proposed development meets the de-minimis exemption for BNG on the basis that it impacts less than 25m² of habitat.

Other Matters

- 5.25 There are no other matters relevant to a determination on the application.



Section 6: Summary & Conclusions

- 6.1 This statement supports an application for planning permission for the erection of a replacement barn at Langley Bottom Farm. The proposed involves the demolition of two existing barns and their replacement with a single agricultural barn.
- 6.2 As discussed in the foregoing, the proposed agricultural barn would not be inappropriate development on the basis that it would be compliant with Paragraph 145a and/or 145d of the Framework. Accordingly, the replacement barn is acceptable in Green Belt policy terms.
- 6.3 Other matters material to the consideration of this application have been considered and discussed in the foregoing and it is considered that the proposed replacement barn would represent a suitable form of development for the site and would be fully compliant with relevant national and local planning policy.
- 6.4 In light of the above, it is respectfully requested that planning permission be granted.