

DELEGATED FILE NOTE

CASE OFFICER: ...Henry Thomas.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
25/01962/FP	Erection of detached self-build dwelling and detached garage with storage in attic, landscaping and widening of pedestrian/vehicular access to property via dropped kerb and vehicle crossover	The Coach House Radwell Lane Radwell Baldock Hertfordshire SG7 5ES

Submitted Plan Nos

3912 01D 3907 02C 3907 03D 3907 04B 3907 05F 3907 06C 3907 07D 3907 08B 3907 09A 3907 10B

1.0 Policies

D1	Sustainable design
D3	Protecting living conditions
SP1	Sustainable development in North Herts
SP2	Settlement Hierarchy and Spatial Distrib
SP5	Countryside and Green Belt
SP9	Design and Sustainability
T1	Assessment of transport matters
T2	Parking
HE1	Designated heritage assets
SECN12	Achieving well-designed places
SECN13	Protecting Green Belt Land
SECN16	Conserve + enhance historic environment

2.0 **Site History**

2.1 None relevant.

3.0 **Representations**

3.1 **Site Notice and Neighbour Consultation** – None received.

3.2 **NHC Ecology** – No objection subject to condition.

3.3 **Radwell Parish Meeting** – None received.

3.4 **Waste and Recycling** – None received.

3.5 **HCC Highways** – No objection.

3.6 **HCC Archaeology** – None received.

3.7 **Environmental Health (combined)** - No objection subject to conditions.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 The application site consists of a two storey detached dwelling on the south side of Radwell Lane in the settlement of Radwell. The dwelling benefits from a large rear garden which has its own separate access onto Radwell Lane. The application site is predominantly domestic grassland with a number of mature trees around the periphery of the site. The site sits at a slightly higher ground level than Radwell Lane and slopes in a westward direction. The site is located within the Green Belt. There are a number of existing domestic outbuildings along the eastern boundary of the site.

4.2 **Proposal**

4.2.1 Planning permission is sought for the erection of one two ½ storey, 5 / 6-bedroom dwelling. The dwelling would have a crown roof and a single storey gable projection and canopy. Permission is also sought for a 1 ½ storey detached 3 bay vehicle garage.

4.2.2 The proposed materials are:

Roof – Marley Acme Clay Plain Tiles tile, single ply membrane to flat crown roof, lead sheet with wood rolls to dormer windows.

Windows – uPVC Residence 7 or powder coated aluminium

Walls – Red multi facing brick, stained timber boarding (garage only).

Doors – uPVC Residence 7 or powder coated aluminium
Boundaries – timber post and rail fences with wire mesh infill

- 4.2.3 The dwelling would be set back approximately 21m from the road. The bulk of the dwelling would be 18.35m wide, 9.8m deep with a crown roof, 5.3m to eaves and 9.3m to ridge. The single storey rear projection would add a further 10.6m of depth.

4.3 **Key Issues**

- 4.3.1 The key considerations are:

- ☐ The Principle of Development
- ☐ Impact on the Green Belt
- ☐ Design/Impact on the Character of the Area
- ☐ Impact on the Amenities of Neighbouring Properties/Future Occupiers
- ☐ Highways and Parking
- ☐ Heritage Assets
- ☐ Landscaping

The Principle of Development

- 4.3.2 The site is in the Green Belt. Policy SP5 of the adopted Local Plan states that the Council will only permit development proposals in the Green Belt where they would not result in inappropriate development or where very special circumstances have been demonstrated. Policy SP5 refers to the National Planning Policy Framework (NPPF) which sets out exceptions to inappropriate development in the Green Belt in paragraphs 154 and 155 (December 2024 version). Para. 154 is:

154. Development in the Green Belt is inappropriate unless one of the following exceptions applies:

a) buildings for agriculture and forestry;

b) the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;

c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;

d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

e) limited infilling in villages;

f) limited affordable housing for local community needs under policies set out in the

development plan (including policies for rural exception sites); and

g) limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt.

h) Other forms of development provided they preserve its openness and do not conflict with the purposes of including land within it. These are:

i. mineral extraction;

ii. engineering operations;

iii. local transport infrastructure which can demonstrate a requirement for a Green Belt location;

iv. the re-use of buildings provided that the buildings are of permanent and substantial construction;

v. material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and

vi. development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.

- 4.3.3 In assessing the proposal against the above criteria, the proposal is a new dwelling with ancillary development such as a garage and landscaping, and is considered to fall within development permitted by paragraph 154.
- 4.3.4 With regards to part e), the Local Plan defines Radstock as a 'Category C settlement' rather than a 'village'. Whilst Radstock does appear to be a loosely built-up area, it consists primarily of houses, and doesn't have a shop, pub, school etc. which would normally be typically found in a village. However it does benefit from a 'village hall' and church. The proposal could be considered as 'limited infilling' as it would be sited between dwellings to the North and the South. However, it's not considered to comply with e) as Radstock is not a village.
- 4.3.5 With regards to Part f) the proposal is not for affordable houses.
- 4.3.6 With regards to part g) Previously Developed Land is defined in the NPPF Glossary as:

Previously developed land: Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. Previously developed land excludes: land that is or was last occupied by agricultural or forestry

buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

- 4.3.7 The definition for Previous Development Land excludes “*land in built-up areas such as residential gardens, parks, recreation grounds and allotments*”. However, as this is not a village, this can be regarded as an area that is not ‘built up’, so therefore, this land can be considered to be PDL and thus g) applies.
- 4.3.8 Whilst a dwelling in this location would result in some harm to the openness of the Green Belt by virtue of the site as existing being predominantly undeveloped and therefore the creation of buildings where there are currently none. However, in my view this harm would not surmount to ‘substantial’ harm due to this being a loose knit area with other buildings nearby and is therefore considered acceptable. The proposed scheme would have a low density of development, is set back from the highway with tree screening, with development on three sides (albeit a little sporadic) and would continue the existing building line. The dwelling has been designed with a form and materials that would be sympathetic to the local character.
- 4.3.9 The proposal is considered to comply with para. 154 of the NPPF, and would not be inappropriate development. The proposal is acceptable in principle, and complies with Policy SP5 of the Local Plan and Section 13 of the NPPF.

Design/Impact on the Character of the Area

- 4.3.10 Policy D1 of the Local Plan states that planning permission will be granted for development proposals that respond positively to local context and create or enhance the public realm. Policy SP9 of the Local Plan further considers that new development will be supported where it is well designed and located and responds positively to its local context. This is echoed in Section 12 of the NPPF.
- 4.3.11 Radwell Lane has a relatively mixed character in terms of form, materials and siting from the highway. The proposed dwelling has been designed with traditional features and materials that reflect the rural setting of Radwell. Given the density of the dwellings within this cluster of development on Radwell Lane, I do not consider the infilling of this plot to be harmful to the rural character of the area. I therefore suggest that this proposal respond positively to the site’s local context.
- 4.3.12 The proposed development is therefore considered to respond positively to local context, in accordance with Policies SP9 and D1 of the Local Plan.

Impact on Heritage Assets

- 4.3.13 The proposed dwelling would be sufficiently set away from neighbouring Grade II Listed Building, Radwell House and from the Grade II* Listed Church opposite the site. The proposed

materials and design are considered sympathetic to the locality and these heritage assets. In addition, the dwelling would be set well into the site with sufficient screening to negate any harm. The proposal therefore complies with Policy HE1 of the Local Plan and Section 16 of the NPPF.

The Impact on Neighbouring Dwellings/Future Occupiers

- 4.3.14 Policy D1 of the Local Plan also requires that development proposals meet or exceed the nationally described space standards. Policy D3 of the Local Plan states that planning permission will be granted for development proposals which do not cause unacceptable harm to living conditions. These considerations are echoed within Section 12 of the NPPF.

Impact on neighbouring properties

- 4.3.15 The proposed dwelling is located within a large site area and is set sufficiently off the boundaries. The proposal seeks to retain the existing tree screening along these boundaries whilst planting a few more. Given the fact the neighbouring properties also benefit from large gardens, a dwelling in this position by virtue of its isolated position would not harm neighbouring amenity.

Impact to Host dwelling

- 4.3.16 The windows of the proposed dwelling would be oriented away from the host, both dwellings would retain a large sized garden. Given the acceptable design and scale, the proposed dwelling would not be harmful to the host dwelling.

Impact to future occupiers

- 4.3.17 The proposed dwelling at approximately 386 sqm would comply with the minimum nationally described space standards for a 6 bedroom/8-person property (138 sqm), would have a suitable amount of private amenity space, and would see all habitable rooms achieve suitable levels of natural light. It is therefore my view that the proposal would not result in any harm to the reasonable living conditions and well-being of future occupiers.
- 4.3.18 As such, the scheme will not give rise to any materially adverse impacts upon the reasonable living conditions and well-being of neighbouring properties and would provide acceptable living conditions for future occupiers. This is in accordance with Policies D1 and D3 of the Local Plan.

Highways and Parking

- 4.3.19 The site would be accessed via the existing access. The Highway Authority have formally commented on this application, stating no objection with a condition for visibility splays and vehicular access improvements. It is not considered that a single dwelling in this location would have a significant material impact on traffic and highway safety in this area. The proposal provides adequate space to allow for vehicles to turn and exit the site in forward gear.

- 4.3.20 The provision of 2 parking spaces and a cycle store would satisfy the requirements under Policy T2 of the Local Plan.

Landscaping / Ecology.

- 4.3.21 The proposal would retain the existing screening around the periphery of the site. The proposed development is for a self-build dwelling, and is being developed for occupation by the applicant. As per the BNG regulations, the development is therefore not bound to delivering at least 10% of BNG. Policy NE4 requires proposals to demonstrate measurable gains of BNG, and given the landscaping within the site at present, I consider that the development would result in some enhancement of ecological assets. Furthermore, the implementation of enhancements, as required by the Ecology consultee response, is considered to meet the requirements of this policy.

Waste Storage

- 4.3.22 It is considered that the proposal would have ample room to site the bins adjacent to the dwelling, the resident will be required to drag the bins to the end of the driveway for collection in line with the neighbouring dwellings.

Sustainability and Environmental Implications

- 4.3.23 Section 14 of the NPPF sets out how the planning system should support the transition to a low carbon future. The principles set out in Section 14 are reflected in Policy D1 of the North Herts Local Plan, which sets out that development proposal should take all reasonable opportunities to reduce energy consumption and waste, retain existing vegetation and propose new appropriate planting, and future proof for changes in technology and lifestyle.
- 4.3.24 The scheme would also incorporate 11 solar PV panels on the southern roof. These are sustainable additions to the proposal which are considered acceptable and a benefit of this scheme.
- 4.3.25 The proposed development, would have no significant implications for the local environment in terms of carbon emissions. I am therefore satisfied that the proposal would be generally in compliance with Section 14 of the NPPF and Policy D1 of the Local Plan.

Other Matters

- 4.3.26 Although Environmental Health has requested a condition for an EV Charger. This is now a building regulation requirement, as such the doubling up of conditions would not be required.

4.4 Conclusion

- 4.4.1 The proposal is considered acceptable in planning terms and in accordance with Policies SP1, SP2, SP5, SP9, D1, D3, HE1, T1 and T2 of the Local Plan, as well as Section 12, 13 and 16 of the NPPF.

4.5 **Alternative Options**

4.5.1 N/A

4.6 **Pre-Commencement Conditions**

4.6.1 N/A

5.0 **Recommendation**

5.1 That planning permission be **GRANTED** 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 shall commence until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Statement shall include details of:

Access arrangements to the site.

Traffic management requirements.

Construction and storage compounds

Cleaning of site entrances, site tracks and the adjacent public highway.

Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times.

Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding which must be kept within the site boundary, pedestrian routes and remaining road width for vehicle movements

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

4. Prior to the first occupation hereby permitted the vehicular access improvements, as indicated on drawing number (05F), shall be completed and thereafter retained in accordance with details/specifications to be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure construction of a satisfactory access and in the interests of highway safety, traffic movement and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

5. Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved drawing number (05F). The splay shall thereafter be retained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: To ensure that the level of visibility for pedestrians, cyclists and vehicles is satisfactory in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

6. No development shall take place until an Ecological Enhancement Plan (EEP) for the creation of new wildlife features such as the inclusion of integrated bat, bird and bee bricks, has been submitted to and approved in writing by the local planning authority. The approved measures must be implemented on site prior to occupation of the dwelling hereby approved and retained on site thereafter.

Reason: To ensure development is ecologically sensitive and secures biodiversity enhancements in accordance with the National Planning Policy Framework.

7. A lighting design strategy for biodiversity for the site shall be submitted to and approved in writing by the local planning authority. The strategy shall;
 - a) identify those areas/features on site to which bats are particularly sensitive such as breeding sites and resting places, or along important routes used to reach key areas of their territory, for example, for foraging,
 - and b) show how and where external lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

8. None of the trees to be retained on the application site shall be felled, lopped, topped, uprooted, removed or otherwise destroyed or killed without the prior written agreement of the Local Planning Authority.

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

9. In the event that contamination is found at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall then be undertaken by a competent person, in accordance with BS10175:2011. A written report of the findings should be forwarded for approval to the Local Planning Authority. Following completion of remedial measures a verification report shall be prepared that demonstrates the effectiveness of the remediation carried out. No part of the development should be occupied until all remedial and validation works are approved in writing.

Reason: To protect human health and to ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990.

Biodiversity Net Gain

This development is not subject to the statutory Biodiversity Gain Plan condition because it is considered exempt under the statutory exemptions (<https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments>) or transitional arrangements in respect of the biodiversity gain condition.

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 (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1. The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

Further information is available via the County Council website at:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

2. It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence.

Further information is available via the County Council website at:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

3. It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway.

Further information is available by telephoning 0300 1234047.

4. Where works are required within the public highway to facilitate a new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf.

Further information is available via the County Council website at:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

Signed  Anne McDonald	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Determining Officer Date: 17 October 2025	