

DELEGATED FILE NOTE

CASE OFFICER: ...Vicki Wood.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
26/01727/FP	Erection of self-build dwelling with Juliet balcony, solar panels, and access steps following demolition of existing dwelling and outbuildings. Hard landscaping to include creation of no. 2 parking spaces to front elevation. Installation of bin storage (as amended by plans received on 21st August 2026).	5 Cambridge Road Barley Royston Hertfordshire SG8 8HN

Submitted Plan Nos

PL.009 C 1 PL.010 C 2 PL.011 B PL.013 C PL.014 B PL.001 PL.002 PL.003 PL.004 PL.005 1 PL.006 2
PL.007B PL.008B PL.012 PL.015

1.0 Policies

1.0 **Local and National Policy**

1.1 **National Planning Policy Framework (NPPF) (2026)**

Chapter 4 Achieving sustainable development

Policy S3: Presumption in favour of sustainable development

Policy S4: Principle of development within settlements

Chapter 5 Meeting the need of climate change

Chapter 14 Achieving well-designed places

Policy DP3: Key principles for well-designed places

Chapter 17: Pollution, public protection and security

Policy P3: Living conditions and pollution

1.2 **North Hertfordshire Local Plan (2011-2031)**

Strategic Policies

Policy SP1 Sustainable Development in North Hertfordshire

Policy SP2 Settlement Hierarchy and Spatial Distribution

Policy SP9 Design and Sustainability

Development Management Policies

Policy D1 Sustainable design

Policy D2 House extensions, replacement dwellings and outbuildings

Policy D3 Protecting living conditions

Policy T2 - Parking

1.3 **Supplementary Planning Design (SPD)**

Sustainability (2022)

Vehicle Parking at New Development SPD (2011)

2.0 **Relevant Site History**

- 2.1 A previous planning application submitted under 26/00952/FP for the erection of one detached self-build single storey dwelling with solar panels, glazed balustrading, terraced area and access steps, following demolition of existing dwelling was withdrawn due to the siting of the proposed dwelling.

3.0 **Representations**

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

- 3.2 **Barley Parish Council** – Various comments made regarding design, levels and impact on neighbouring amenity, however objection maintained on the following grounds:

- Lack of adequate provision for accessibility contrary to policy and the standards expected in new residential development
- Noise attenuation from the plant room be addressed to avoid unnecessary disturbance to neighbouring properties

3.3 **Highway Authority** – The Highway Authority raises no objection to the proposal, subject to conditions requiring the submission and approval of details relating to parking and refuse facilities, cycle parking provision, and a Construction Traffic Management Plan.

3.4 **Environmental Health Officer:**

Noise – No objection

Land Contamination – No objection subject to a condition relating to any contamination found on site requiring submission of a written report and approval of details.

Air Quality – Condition requiring EV charge point to be installed.

3.5 **Minerals and Waste** – No objection.

3.6 **Ecology Officer** – No objection subject to submission and approval of details requiring submission of Ecological Enhancement Plan. Informative to be added re: protection of bats.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 The site is located on the northern side of the village, on the eastern side of Cambridge Road. Site levels along this section of Cambridge Road fall away to the west which means properties are sited at a lower level than the adjacent highway. Properties comprise a mix of chalet-style bungalows and two-storey dwellings. The application site occupies a central position within this frontage and contains a single-storey bungalow with attached garages to its south-western elevation and various outbuildings and trees to the rear.

4.1.2 The site is located within the settlement boundary for the village of Barley, a Category A village identified under Policy SP2 of the Local Plan, where development is generally supported in principle, subject to compliance with other relevant policies.

4.2 **Proposal**

4.2.1 Planning permission is sought for the erection of a self-build dwelling with Juliet balcony, solar panels, and access steps following demolition of existing dwelling and outbuildings. Hard landscaping to include creation of no. 2 parking spaces to front elevation. Installation of bin storage (as amended by plans received on 21st August 2026).

4.2.2 The application has been amended to include 45 degree angles to address neighbouring amenity concerns. A proposed site elevation drawings has also been submitted to show how the replacement dwelling will site alongside properties to either side.

4.2.3 Accompanying the application is a Design and Access Statement and an Energy and Sustainability Statement

4.3 Key Issues

4.3.1 The key issues for consideration are as follows:

- The impact of the development upon the character of the area.
- The impact the proposed development would have on the living conditions of neighbouring occupiers.
- The impact that the proposed development would have on car parking provision in the area.
- The impact that the development would have on the environment.

Principle of Development

4.3.2 The site is located within the settlement of Barley where Policy SP2 supports the development of housing within that boundary. The site is considered sustainable and appropriate in principle for development to meet the majority of the development needs of the District in accordance with Policy SP2 of the Local Plan. Chapter 4, Policy S4(1) of the NPPF states that *'Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects...'* The development would be for the replacement of an existing dwelling with a larger single storey dwelling. The principle of development in this location is considered acceptable.

Design & Appearance

4.3.3 Chapter 4 of the NPPF sets out the Government's approach to achieving sustainable development through the planning system. It establishes the economic, social and environmental objectives of sustainable development and confirms that these objectives should be pursued in a mutually supportive way. This chapter also reinforces the presumption in favour of sustainable development, requiring planning decisions to support development proposals that accord with an up-to-date development plan and contribute positively to sustainable development. Policy S3(1) states that *'proposals should apply a presumption in favour of development'* and S3(1)(a) finds in favour of those development proposals within settlements.

4.3.4 Chapter 14 of the NPPF promotes high-quality, sustainable and attractive development, recognising that good design is a fundamental aspect of sustainable development. Planning decisions should ensure development is visually attractive, responds positively to local character and creates places that function well for existing and future users. Policy DP3(1) supports development proposals where they respond to their context so that they integrate and enhance their surroundings and this goes on at Policy DP3(2)(a-g) to ensure development proposals create well-designed places.

4.3.5 Policy D1 of the Local Plan requires development to achieve a high quality of design that responds to local context, including the character, appearance and local distinctiveness of the area, using appropriate scale, massing and proportions to ensure development is visually attractive and sympathetic to its surroundings.

4.3.6 Policy D2 relates to replacement dwellings and requires proposals to reflect the size, scale and proportions of the original dwelling and surrounding properties, avoid overdevelopment of the site, and respect the character and appearance of the area.

4.3.7 Policies D1 and D2 of the Local Plan are consistent with the objectives set out in the NPPF Chapter 4 Policies S3 and S4 and Chapter 14 Policy DP3.

- 4.3.8 Following the demolition of the existing modest two-bedroom dwelling and associated outbuildings, the proposed development would provide for a larger three-bedroom new dwelling incorporating an integral plant room designed to appear as a double garage. The footprint of the proposed dwelling would largely occupy that of the existing dwelling, with extensions to the south-east and west. The front elevation would maintain the established building line along Cambridge Road. Given the varying land levels across the site and those of neighbouring properties, the rear element of the dwelling incorporates a stepped design that responds appropriately to the site's topography and helps integrate the development into its surroundings whilst offering a contemporary and high quality design.
- 4.3.9 Whilst the proposed dwelling would be larger than the existing bungalow, this increase in scale would be viewed in the context of the generous plot size and the varied scale and appearance of surrounding dwellings. The proposed materials, fenestration, and contemporary detailing would create a high-quality design that would not harm the character or appearance of the area. Furthermore, the dwelling's position along the established building line, together with its relatively low-pitched roof form, would reduce its visual prominence and ensure that it remains proportionate and well-related to its surroundings.
- 4.3.10 The design of the new dwelling means that it incorporates aspects to address climate change and sustainability as set out in the submitted Energy and Sustainability Report which includes the installation of solar panels to the southwestern roof slope, siting of an air source heat pump, details and position to be confirmed, a mechanical heat recovery system and EV charge points.
- 4.3.11 The proposed dwelling has step free access to the principal entrance and the internal layout has been designed on a single level. Whilst there is stepped access to the rear garden, amenity space exists to the front of the dwelling which is accessible.
- 4.3.12 The rear garden is proposed as being landscaped following the removal of two trees. Neither tree is of any significance offering limited amenity value.
- 4.3.13 I am therefore satisfied that the proposed development by virtue of its size, siting and design is considered acceptable and in accordance with Policies D1 and D2 of the Local Plan and Chapter 4 Policy S3 and S4 and Chapter 14 Policy DP3 of the NPPF.

Standard of Amenity for Future Occupiers

- 4.3.14 The proposed development would provide sufficient internal floorspace in accordance with the Nationally Described Space Standards for a dwelling of this size and would retain ample private garden space for amenity purposes. Accordingly, the living conditions afforded to future occupiers would be of an acceptable standard.

Impact on Neighbouring Properties

- 4.3.15 A core planning principle set out in Chapter 17 of the NPPF is to always seek to secure a good standard of amenity for all existing and future occupants of land and buildings. This principle is reflected in the provisions of Policy D3 of the Local Plan. Policy P3(1) of Chapter 17 requires developments to be appropriate for their location including protection of neighbouring amenity this is further guided by Policy P3(2)(a & b).
- 4.3.16 Policy D3 of the Local Plan states that planning applications will only be granted where the proposal would not cause unacceptable harm to living conditions.
- 4.3.17 Proposed plans have been submitted which show 45 degree angles to aspects on the rear elevation in relation to impact to adjacent dwellings. Both points show that there

would be no significant impact to existing residential amenity as a result of the proposed position and design of the new dwelling which is in accordance with Policy D3 of the Local Plan and Chapter 17 Policy P3 of the NPPF.

Highways and Parking

- 4.3.18 Policy T2 of the Local Plan sets out parking standards for new residential development as set out in Appendix 4 – Appendix 4 states that parking for a three-bedroomed dwelling requires two spaces per dwelling with no cycle storage where secure covered provision is provided within the curtilage of the dwelling.
- 4.3.19 The proposal includes an increase in the number of bedrooms, however, the submitted site plan demonstrates sufficient on-site parking provision to the frontage of the dwelling. The retained access and parking arrangements are considered acceptable in this context. Accordingly, the proposal would not give rise to unacceptable highway safety or parking impacts and is considered to comply with Policy T2 of the Local Plan.
- 4.3.20 Whilst the new dwelling does not provide for a garage, a plant room is proposed within the dwelling offering cycle storage facilities.

Biodiversity Net Gain (BNG)

- 4.3.21 The proposed development is exempt from the statutory biodiversity gain condition pursuant to Schedule 7A of the Town and Country Planning Act 1990 (as amended) and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.

Environmental Implications

- 4.3.22 The Council's Sustainability Supplementary Planning Document (2024) seeks to ensure that new developments are future proofed against the challenge of climate change.
- 4.3.23 Chapter 5 of the NPPF sets out how the planning system should support the transition to a low carbon future. The principles set out in Chapter 5 are reflected in Policy D1 of the Local Plan, which sets out that development proposals 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 agent has submitted an Energy and Sustainability Plan in support of the application which confirms that the new dwelling will provide suitable benefits for the environment. Based on the details submitted, the proposed development, is unlikely to have any significant implications for the local environment in terms of carbon emissions and therefore would be generally in accordance with Policy D1 of the Local Plan and Chapter 5 of the NPPF.

4.4 Conclusion

- 4.4.1 The proposal would provide for a new self-build dwelling within the settlement boundary of the village of Barley, where the principle of residential development is acceptable under Policy SP2 of the Local Plan and Chapter 4 Policies S3 and S4 of the NPPF. The development would make effective use of an established residential plot and would provide a high-quality contemporary dwelling with associated environmental and energy efficiency benefits.

- 4.4.2 The new dwelling would be larger than the existing bungalow, however, when considered in the context of the size of the plot and the varied character of properties in Cambridge Road the development would not amount to overdevelopment and would not cause unacceptable harm to the character and appearance of the area. The proposal is therefore considered to comply with Policies SP9, D1 and D2 of the Local Plan and Chapter 14 Policy DP3 of the NPPF.
- 4.4.3 In terms of neighbouring amenity, the proposal would not result in an unacceptable overbearing impact, loss of light, loss of privacy or other harm to living conditions. Any residual detailed matters can be satisfactorily controlled through appropriately worded planning conditions. The proposal is therefore considered to comply with Policy D3 of the Local Plan and Chapter 17 Policy P3 of the NPPF.
- 4.4.4 The access and parking arrangements are acceptable, with the existing arrangement retained and sufficient on-site parking provided. The development would not result in an unacceptable impact on highway safety or the operation of the local highway network and is considered to comply with Policy T2 of the Local Plan.
- 4.4.5 Overall, the benefits of the proposal, including the delivery of a replacement self-build dwelling within a sustainable location and of a high quality contemporary design weigh in favour of granting planning permission. No adverse impacts have been identified that would significantly and demonstrably outweigh these benefits, subject to conditions.
- 4.4.6 The proposed development is therefore considered acceptable and in accordance with Policies SP1, SP2, SP9, D1, D2, D3, NE4 and T2 of the Local Plan 2011-2031 and Chapters 4, 5, 14 and 17 of the NPPF 2026.

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: with the exception of the recommended Cycle Parking Condition requested by the Highway Authority, this is due to the fact that the agent has stated that cycle parking for two cycles will be provided in the proposed Plant Room. In addition, I do not consider the recommended condition regarding contamination be appropriate given the site is currently a residential plot and its proposed use is residential.

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 Traffic Management Plan has been submitted to and approved in writing by the local planning authority, in consultation with the Highway Authority. This should be based on the Hertfordshire's Construction Management Template available from <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#managementplans>.
The development shall be carried out in accordance with the approved Construction Management Plan.

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. No development shall take place until an Ecological Enhancement Plan (EEP) for the creation of new wildlife features such as hibernacula, the inclusion of integrated bird/bat and bee boxes in buildings/structures, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure development is ecologically sensitive and secures biodiversity enhancements in accordance with the North Hertfordshire Local Plan 2011-2031 Policy NE4.

5. Prior to the first occupation of the development hereby approved, all vehicle parking spaces and new refuse bin collection store as shown on the approved drawing (Ref: PL011 and PL014, Rev-A) shall be laid out, marked, leveled, surfaced and drained in accordance with the approved plans and thereafter retained permanently for their intended purpose.

Reason: To ensure the provision of satisfactory parking and cycle storage facilities in the interests of highway safety and the proper functioning of the development, in accordance with Policy 5 of Hertfordshire's Local Transport Plan 4 (adopted 2018).

6. Prior to the first occupation of the dwelling(s) hereby approved, details of the Air Source Heat Pump(s) shall be submitted to the Local Planning Authority and approved in writing and installed on site.

Reason: To ensure that there are no adverse impacts on the design of the dwelling hereby approved or adverse harm on the amenities of the neighbouring occupiers in accordance with the North Hertfordshire Local Plan 2011-2031 Policies D1 and D3.

Biodiversity Net Gain

1. 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. The Council acted proactively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1. 1. Storage of materials: 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.
2. Obstruction of highway: 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.
3. Debris and deposits on the highway: 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.
4. Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

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. The applicant is advised where works to roofing or timber is to be undertaken it is the legal responsibility of the contractor to check for bats. If bats are found during the course of any work to buildings or trees where not previously anticipated, then works should immediately stop and Natural England notified for appropriate advice.
3. Should any proposed landscaping to the garden area result in an increase of 30cm above or more above existing land levels, planning permission is required and full details of existing and proposed levels should be submitted along with details of the proposed landscaping scheme.

Signed  Sarah Kasparian	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Determining Officer Date: 1 October 2026	