DELEGATED FILE NOTE

CASE OFFICER: ...Tom Donovan.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
18/00663/FPH	Erection of a detached triple garage, provision of new driveway, erection of access gates and fencing, formation of new vehicular access onto Damask Green Road (as amended by drawing LP001B received 30/04/2018, LP002B received 21/05/2018 and as amplified by LP003 received 21/05/2018).	Friends Green Farm Friends Green Damask Green Road Weston Hitchin Hertfordshire SG4 7BU

Submitted Plan Nos

DP001 LP001B LP002B LP003

1.0 Policies

1.1 **North Hertfordshire District Local Plan No.2 with Alterations**

Policy 2 – Green Belt
Policy 55 - Car Parking Standards

1.2 **National Planning Policy Framework.**

Section 7 - Requiring good design.
Section 9 – Protecting Green Belt land
Section 12 – Conserving and enhancing the historic environment

1.3 **Emerging Local Plan 2011-2031 (Approved by Full Council 11th April 2017).**

Strategic Policies
SP5 – Countryside and Green Belt
SP13 – Historic Environment

Development Management Policies
D1 - Sustainable Design;
D2 – House extensions, replacement dwellings and outbuildings;
D3 – Protecting living conditions;
T2 – Parking
HE1 – Designated Heritage Assets

1.4 **Supplementary Planning Document**

Vehicle Parking at New Development September 2011

2.0 **Site History**

2.1 Planning permission granted for the erection of a car port to serve Friends Green Farmhouse in 2014. Permission not implemented.

3.0 **Representations**

3.1 **Public Notice/ local residents**
No representations received.

3.2 **Weston Parish Council**
"No objection subject to the withdrawal of the planning permission for the stables on the site."

3.3 **HCC Highways**
No objection subject to recommended conditions and informative.

3.4 **Conservation**
No objection following amendments.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 Friends Green Farm is a former agricultural site which is primarily occupied by the Grade II listed farmhouse together with the two Grade II listed barns situated to the north/north-west of the farmhouse. There are also a number of un-listed barns and stables attached and detached to and beyond the Grade II listed east barn. The site is situated in a rural area washed over by Green Belt.

4.2 **Proposal**

4.2.1 Erection of a triple garage and formation of new vehicular access with driveway/hardstanding area. The garage is proposed to be positioned closely adjacent to the boundary with Damask Green Road and would face into the site towards the listed building. A driveway is proposed to be laid adjacent to the access in order to provide a suitable parking and turning area. A 1.2m high post-and-rail fence is proposed for the entrance as are pedestrian and vehicle gates.

4.3 **Key Issues**

4.3.1 The key issues for consideration are as follows:
--Whether the proposal would be acceptable in Green Belt policy terms.
--The effect on the setting of the adjacent listed building.
--The effect on the character and appearance of the area.
--The effect on the living conditions of neighbouring properties.
--The effect on highway safety and car parking in the area.

4.3.2 Green Belt
In my report dealing with application 14/00727/1 for a double garage at the same site, I concluded that the proposal would be inappropriate development. However, the very special circumstances I believed were present included the following:
--Limited harm to openness or character of Green Belt;
--The loss of existing garaging contained within the adjacent listed barns necessitated the new garage and the desire to preserve and safeguard the future of the building outweighed any Green Belt harm.

4.3.3 The building proposed is larger than that which was granted in 2014, however, the general premise of the application is the same. As such, the erection of a new building in the Green Belt remains inappropriate development and very special circumstances are therefore required.

4.3.4 In my view, the very special circumstances demonstrated in support of the 2014 scheme remain pertinent here and ultimately I consider that the desirability of safeguarding the future of the listed building through its conversion would ultimately outweigh any harm to the Green Belt. Moreover, as before, I believe that the proposal would occasion only limited harm to openness and would not conflict with the purposes of the Green Belt.

4.3.5 The other aspects of the proposal including the formation of the new access and associated works would not be contrary to Green Belt policy.

4.3.6 Impact on the setting of the listed building
It is considered that the proposed development would not cause any harm to the

setting of the adjacent Grade II listed Friends Green Farmhouse. Indeed, it is considered that the proposed development would preserve the setting of the building in line with Sections 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

4.3.7 Design and appearance
In my view the building would have an acceptable design which would relate positively to the built form on the site. The position of the garage within the site and its orientation would mimic somewhat the appearance of the West Barn which has blank elevations on the rear and side moreover the building would utilise good quality materials. The formation of a new vehicular access would break the existing hedgerow but I do not consider that the new access would cause harm to the character or appearance of the area.

4.3.8 Impact on neighbouring properties
The proposed development would not harm the living conditions of any of the neighbouring properties.

4.3.9 Highways
HCC Highways are raising no objection to the proposal subject to a number of conditions. As such, there are no sustainable reasons to object to the proposal on highway safety grounds.

4.4 **Conclusion**

4.4.1 In the absence of material planning reasons to the contrary it is my view that planning permission should be **GRANTED.**

4.5 **Alternative options**

4.5.1 None applicable.

5.0 **Recommendation**

5.1 That planning permission is **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. Notwithstanding the details on approved drawing no. LP002B the eaves shall incorporate exposed rafter feet (no soffits) unless otherwise agreed in writing by the Local Planning Authority.

   Reason: To ensure the completed development has an acceptable visual appearance.

4. The proposed 'Cembrit Spanish Montleon' slate shall be used for the roof unless otherwise agreed in writing by the Local Planning Authority.

   Reason: To ensure the completed development has an acceptable visual appearance.

5. Black shiplap cladding shall be used for the external walls of the garage hereby permitted unless otherwise agreed in writing by the Local Planning Authority.

   Reason: To ensure the completed development has an acceptable visual appearance.

6. All rainwater goods shall be cast iron effect unless otherwise agreed in writing by the Local Planning Authority.

   Reason: To ensure the completed development has an acceptable visual appearance.

7. The development hereby permitted shall not be brought into use until the proposed access has been constructed, the existing access has been closed, and the verge has been reinstated to the current specification of Hertfordshire County Council and to the Local Planning Authority's satisfaction.

   Reason: In the interests of highway safety and amenity.

8. Before the proposed access is first brought into use vehicle to vehicle visibility splays of 2.4 metres by 43 metres to both directions shall be provided and permanently maintained. Within which there shall be no obstruction to visibility between 600 mm and 2.0 metres above the carriageway level. These measurements shall be taken from the intersection of the centre line of the permitted access with the edge of the carriageway of the highway respectively into the application site and from the intersection point along the edge of the carriageway.

   Reason: To provide adequate visibility for drivers entering and leaving the site.

9. The gradient of the accesses shall not be steeper than 1 in 20 for at least the first 5 metres from the edge of the carriageway.

   Reason: To ensure a vehicle is approximately level before being driven off and on to the highway.

10. The access width shall be a maximum of 5.0 metres wide.

    Reason: So that vehicles may enter and leave the site with the minimum of interference to the free flow and safety of other traffic on the highway and for the convenience and safety of pedestrians and disabled people.

11. The development shall not be brought into use until properly consolidated and surfaced turning space for cars has been provided as identified on site plan drawing number LP 001 revision B. The turning space should be free from obstruction and available for use at all times.

    Reason: To allow vehicles to enter and leave the site in forward gear in the interests of highway safety.

12. The access shall be constructed in a hard surfacing material for the first 6.0 metres from the back edge of the footway.

    Reason: To prevent loose material from passing onto the public highway which may be detrimental to highway safety.

13. Any gates provided shall be set back a minimum of 6.0 metres from the back edge of the adjacent footway and shall open inwards to the site.

    Reason: To allow a vehicle to wait clear of the highway while the gates are being opened and closed.

Proactive Statement:

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

Informative/s:

1. HIGHWAY INFORMATIVE:
   Works to be undertaken on the adjoining highway shall be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication Roads in Hertfordshire Highway Design Guide. Before proceeding with the proposed development, the applicant shall contact https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx or for information call on 0300 1234 047 to obtain the requirements for the appropriate highway works agreement for the associated road works as part of the development. This should be carried out prior to any development work is carried out.

   Reason: To ensure that work undertaken on the highway is constructed to the current Highway Authority's specification, to an appropriate standard and by a contractor who is authorised to work in the Public Highway.

Signed  Simon Ellis Determining Officer	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Date: 23 May 2018	