

**ITEM NUMBER: 5e**

<b>4/02072/19/FUL</b>	<b>Demolition of barn and stable buildings &amp; construction of 4 bedroom single storey detached Dwelling.</b>	
<b>Site Address:</b>	<b>Chequers Hill Nurseries Delmer End Lane Flamstead St Albans AL3 8ER</b>	
<b>Applicant/Agent:</b>	<b>Mr F. Porthouse</b>	
<b>Case Officer:</b>	<b>Colin Lecart</b>	
<b>Parish/Ward:</b>	<b>Flamstead Parish Council</b>	<b>Watling</b>
<b>Referral to Committee:</b>	<b>Objection received from Parish Council</b>	

**1. RECOMMENDATION**

That planning permission be GRANTED

**2. SUMMARY**

2.1 The site can be considered previously developed land due to its previous equestrian use and the proposal would not have a greater impact on the openness of the Green Belt than the existing development. The new dwelling would be lower in footprint and volume than the existing structures on site. The site is not prominent from the surrounding area and as such the new residential use would not be widely perceived from the surrounding countryside.

**3. SITE DESCRIPTION**

3.1 The site lies on the edge of the settlement of Flamstead to the rear of existing residential properties. The site is bounded by residential properties to the north, which front Singlets Lane, and to the east which are accessed off Delmer End Lane.

3.2 The site itself contains a number of buildings spread over the site. These buildings consist of a block of stables to the northern end and another block of stables extends north to south with an open ended pole barn attached to the southern elevation. Three metal containers are also present on site. To the west lies paddock land.

**4. PROPOSAL**

4.1 The application seeks planning permission for the demolition of barn and stable buildings and construction of a 4 bedroom single storey detached dwelling. The dwelling would be largely set on the footprint of the existing structures and comprise varying roof heights and slopes with a mixture of brickwork, render and timber cladding. Three car parking space would be provided and an existing access off Delmer End Lane would be utilised.

**5. PLANNING HISTORY**

Planning Applications (If Any):

4/00684/12/FUL - Construction of one 4-bed dwelling  
*REF - 14th June 2012*

4/01086/91/FUL - Retention of stable building  
*GRA - 26th September 1991*

**6. CONSTRAINTS**

Green Belt  
SSSI Impact Risk Zone  
Source Protection Zone

## **7. REPRESENTATIONS**

### Consultation responses

7.1 These are reproduced in full at Appendix A.

### Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

## **8. PLANNING POLICIES**

Main Documents:

National Planning Policy Framework (February 2019)  
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)  
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

NP1 - Supporting Development  
CS1 - Distribution of Development  
CS5 – Green Belt  
CS10 - Quality of Settlement Design  
CS11 - Quality of Neighbourhood Design  
CS12 - Quality of Site Design  
CS31 – Water Management

Saved Policy 99 – Preservation of Trees, Hedgerows and Woodlands  
Saved Policy 100 – Tree and Woodland Planting  
Saved Appendix 3 – Layout and Design of Residential Areas  
Saved Appendix 5 – Parking Provision

## **9. CONSIDERATIONS**

### Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;  
The impact on the openness of the Green Belt  
The quality of design and impact on visual amenity;  
The impact on residential amenity; and  
The impact on highway safety and car parking.  
Ecology, Trees and Landscaping  
Drainage

## Principle of Development

9.2 The application site is located within the Green Belt where Policy CS5 of the Core Strategy (2013) seeks to protect the openness of the Green Belt in accordance with national policy. Paragraph 145 of the National Planning Policy Framework (NPPF) 2019 lists a number of exceptions to development within the Green Belt, one of which is:

*Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:*

- *Not have a greater impact on the openness on the Green Belt than the existing development; or*
- *Not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.*

9.3 The applicants have submitted evidence which shows that the site was of an equestrian use. This evidence includes a signed statutory statement from the applicants and letters from the previous land owner, suppliers of hay and horse feed, and the neighbours, photographs, and old lease information as well as legal advice. This evidence is considered satisfactory and the LPA has no evidence to hand which would go against this. Thus, the site can be considered previously developed land in terms of the definition contained within Annex 2 of the NPPF (2019).

9.4 As a result of the above, the development would not constitute inappropriate development as can be assessed against the previously developed land exception contained within Paragraph 145 of the NPPF (2019). The proposal would not be affordable housing and so it should be assessed whether or not the development would have a greater impact on the openness of the Green Belt.

## Impact on the openness of the Green Belt

9.5 The existing structures on site have a total floor area of approximately 359.3m<sup>2</sup> which does not include the various areas of hardstanding on site. The existing structures have a total volume of 1059.8m<sup>3</sup>. The proposed development would introduce a dwelling with a floor area of 241.2m<sup>2</sup>. In terms of volume, the proposed development would introduce a dwelling with a volume of 975.8m<sup>3</sup>. Thus, there would be a reduction in built development on the site.

9.6 A number of storage containers have been included in the calculations of the existing structures. However, from viewing satellite imagery, it appears these containers have been on the site in excess 10 years and therefore immune for enforcement action. It is considered these containers splay the footprint of the site further, with two being located towards the front of the existing building, and one being located behind. They therefore have a material effect on the visual and spatial layout of the existing site and can be included within the calculations of the existing structures on site.

9.7 The boundary of the development would be drawn tightly around the new building and exclude the wider paddock land to the west. The garden of the property is proposed to the north and east of the building, and would be contained between it and other residential garden land of existing properties. A condition will be placed on the permission which would state the boundary treatment on the western boundary shall be retained permanently. This would enforce a clear distinction between the residential land and the paddock land to be retained and ensure no future encroachment onto the paddock land is encouraged.

9.8 The site is located in a position where it would not be completely divorced from the existing envelope of development that comprises Flamstead. There would be a slight increase in height as a result of the new building, approximately a 1.6m increase at the highest point. However, the site is accessed from a long track off Delmer End Lane, and the building would be located behind

existing boundary vegetation and the dwellings to the north and north east. Therefore, the new residential use will not be widely perceived from the surrounding area, limiting the visual impact of the development on the Green Belt.

9.9 The existing track is overgrown and would be resurfaced in Hoggin Track, a binded gravel surface which would provide a softer appearance than tarmac. The resurfacing off the track would come under the engineering operation exception contained within Paragraph 146 of the NPPF (2019) and thus not be inappropriate development. There are existing tarmac accesses located along Delmer End Lane to both the north east and south east.

9.10 Due to the above, it is considered the proposal would not have a greater impact on the Green Belt than the existing structures in both spatial and visual terms.

#### Quality of design and impact on visual amenity

9.11 Policies CS12 and CS11 relate to the design of buildings and their scale and state that developments should integrate with the character of the local area and respect adjoining properties.

9.12 The overall design and layout of the proposed dwelling has been informed by the existing buildings on site. Like the existing structures, the proposed has been informed by the north/south change in levels, utilising these changes to break up the form of the dwelling.

9.13 The proposed would be contained with part of the footprint of the existing buildings and would be one storey in height. Differing roof profiles would feature to break up the mass and bulk of the linear building. The positioning, design and scale of the development would ensure that minimal built form is seen from the southern boundary, which borders the open countryside. This combined with the presence of existing boundary vegetation means that the site is not widely perceived from both the south and off Delmer End Lane to the north east.

9.14 Due to both the individual design and positioning of the proposed dwelling, it would not have a detrimental impact on the character and appearance of the surrounding area.

#### Residential Amenity

9.15 The proposal would not have an adverse impact on the residential amenity of the surrounding properties by way of light, privacy and outlook due to its proximity from them.

9.16 The new property would have a rear garden depth of approximately 12m, exceeding the 11.5m required by Saved Appendix 3 of the Local Plan (2004). Amenity areas would also be accessible to each side of the building. The fenestrations of the property are based mainly on the western and eastern elevations, with the internal layout of rooms inside taking advantage of either morning or evening sunlight.

9.17 The proposal would not have an adverse impact on the amenity of the surrounding properties and is considered to provide an acceptable living arrangement for future occupants.

#### Impact on Highway Safety and Parking

9.18 Hertfordshire Highway have no objection to the proposal, noting that the proposed access width is acceptable and that the turning head within the site would allow large vehicles such as fire tenders and refuse lorries are able to enter and leave the highway in forward gear.

9.19 The proposed dwelling would have 4 bedrooms, meaning it would need to provide three car parking spaces under the standards set out in Saved Appendix 5 of the Local Plan (2004). 3 car parking spaces are proposed and this is considered acceptable. There would be further space to park on the driveway should the site receive visitors.

#### Ecology, Trees and Landscaping

9.20 Twelve trees are to be removed to facilitate the dwelling. However, the trees concerned are all fairly small hedgerow trees that are of low individual quality. Adding to this, they have low amenity value as they are not very visible from the public road or from the public footpath located to the south that runs perpendicular to the site. Both the tree and ecology officers had no objection to this.

9.21 Four new orchard trees will be planted as part of the proposal and a new hedge will be planted along the western boundary as a result of suggestions received by the ecology officer. These would introduce fruiting and pollinating benefits ecological benefits to the site. The species type of these will be controlled by condition. Bird and bat boxes will also be placed throughout the site.

9.22 A preliminary ecology appraisal has been submitted which has shown that no evidence of bats were found within the buildings. The ecology officer is satisfied with the reports. A Landscape and Ecological Management Plan will be conditioned to provide details of the species of new planting, as well as details of bat and bird boxes to be installed on site.

#### Drainage

9.23 The drainage strategy for the site will include a BioDisc treatment unit for foul water and soakways for surface water, the proposed area of hardstanding serving the parking area will also be porous.

#### Community Infrastructure Levy and Affordable Housing

9.24 The development would be CIL liable and so contributions would be sought with regards to this in accordance with Policy CS35. The proposal does not constitute a major application and is not located within a designated rural area and so affordable housing provision is not required.

### **10. CONCLUSION**

10.1 The proposal would not pose greater harm to the openness of the Green Belt above the existing development in both spatial and visual terms. The layout and design of the building means that it would not be prominent from the surrounding area nor have a detrimental impact on character. The dwelling would maintain acceptable private acceptable amenity space and not impact upon the amenity of other nearby dwellings, As such, the development is considered acceptable.

### **11. RECOMMENDATION**

11.1 That planning permission be GRANTED

#### **Condition(s) and Reason(s):**

- 1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.**

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. **The development hereby permitted shall be carried out in accordance with the following approved plans/documents:**

Application form (section 7 - Materials)  
3818\_L3F (Proposed Site Layout)  
3818\_P2D (Proposed Plans and Elevations)

Reason: For the avoidance of doubt and in the interests of proper planning.

3. **Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.**

Reason: In the interest of highway safety in accordance with Policy CS12 of the Core Strategy (2013) and Saved Policy 54 of the Local Plan (2004).

4. **Prior to the commencement of the use hereby permitted the proposed onsite car parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.**

Reason: To ensure the permanent availability of the parking area, in the interests of highway safety in accordance with Policy CS12 of the Core Strategy (2013) and Saved Policy 54 of the Local Plan (2004).

5. **The development shall not be brought into use until the altered vehicle crossover has been constructed to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction.**

Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use in accordance with Policy CS12 of the Core Strategy (2013) and Saved Policy 54 of the Local Plan (2004).

6. **No construction of the superstructure shall take place until full details of both hard and soft landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:**

- **all external hard surfaces within the site;**
- **other surfacing materials;**
- **means of enclosure (heights)**
- **soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs;**
- **position (tree and height) and details (box model) of bird/bat boxes to be placed on the site or building**

**The planting must be carried out within one planting season of completing the development.**

**Any tree or shrub which forms part of the approved landscaping scheme which within a period of 5 years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a similar species, size and maturity.**

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as required by saved Policy 99 of the Dacorum Borough Local Plan (2004), Policy CS12 (e) of the Dacorum Borough Council Core Strategy (2013) and Paragraph 170 (b & d) of the NPPF (2019).

- 7. The boundary treatments to the western side of the development, as shown on plan 3818\_L3F, shall erected/planted prior to occupation of the new dwelling and be permanently retained thereafter. Changes to the boundary treatments shall not be made without the written permission of the Local Planning Authority.**

Reason: To maintain a clear distinction between the residential use and the open land to the west in order to protect against further encroachment into the Green Belt and maintain its openness in accordance with Policy CS5 of the Core Strategy (2013).

- 8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or re-enacting that Order with or without modification) no development falling within the following classes of the Order shall be carried out without the prior written approval of the Local Planning Authority:**

**A, B and E**

Reason: To enable the Local Planning Authority to retain control over the development in the interests of safeguarding the openness of the Green Belt in accordance with Policy CS5 of the Core Strategy (2013). Also, to enable the Local Authority to retain control of the development to safeguard the outdoor amenity space of the development and safeguard against spatial pressure to the retained trees on site in accordance with Policy CS12 of the Core Strategy (2013) and Saved Policy 99 of the Local Plan (2004)

#### **Informatives:**

1. Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.
2. Obstruction of public highway land: 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 website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and 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 are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

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. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-and-developer-information.aspx>.

The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their 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 and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- <https://www.hertfordshire.gov.uk/droppedkerbs/>

- 5.
3. In the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England.

Any external lighting scheme should be designed to minimise light spill, in particular directing light away from the boundary vegetation to ensure dark corridors remain for use by wildlife as well as directing lighting away from potential roost - nesting sites.

Any vegetation should be undertaken outside the nesting bird season (March to August inclusive) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than two days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest.

## APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Thames Water	There are no comments for this application on record as we generally only comment on developments of 10 dwellings and above. I have just reviewed the application myself and there will be no impact to Thames Water assets, therefore we have no comments to make.
Hertfordshire Highways (HCC)	Decision



Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

**CONDITIONS:**

1. Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.

Reason: In the interest of highway safety.

2. Prior to the commencement of the use hereby permitted the proposed onsite car parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking area, in the interests of highway safety.

3. The development shall not be brought into use until the altered vehicle crossover has been constructed to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction.

Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use.

The Highway Authority would ask that the following note to the applicant be appended to any consent issued by the local planning authority:-

**INFORMATIVES:**

1. Obstruction of public highway land: 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 website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

2. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and 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 are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

3. 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. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-and-developer-information.aspx>.

4. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their 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 and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- <https://www.hertfordshire.gov.uk/droppedkerbs/>

**COMMENTS:**

This application is for Demolition of converted farm building and replacement dwelling

This amendment submits drawing no 3818 - L4 Rev C.

**PARKING**

The proposals allow for three parking spaces on site. Sufficient space is retained within the site to enable vehicles to manoeuvre in order to leave the site in forward gear.

**ACCESS**

	<p>There is a current access onto Delmerend Lane. and the proposal is to widen this as shown in drawing no 3818/L3A. I notice that there is a public footpath in the immediate vicinity of the entrance, which must be kept clear of all obstructions at all phases of the development. There have been no accidents involving personal injury in the vicinity of the access in the last five years.</p> <p>Delmerend Lane is an unclassified local access road with a speed limit of 60mph, reducing to 30mph in the vicinity of the access.</p> <p>Emergency and utility access</p> <p>Drawing no 3818 - L4 Rev C indicates the turning head will allow large vehicles such as fire tenders and refuse lorries are able to enter and leave the highway in forward gear.</p> <p><b>CONCLUSION</b></p> <p>Hertfordshire County Council as Highway Authority considers the proposal would not have a severe residual impact on the safety and operation of the adjoining highways, subject to the conditions and informative notes above.</p>
Trees & Woodlands	<p>I have no objections to proposals.</p> <p>It is stated that twelve trees are to be removed to facilitate the dwelling. However, the trees concerned are all fairly small hedgerow trees that are of low individual quality. Adding to this, they have low amenity value as they are not very visible from the public road or from the public footpath located to the south that runs perpendicular to the site.</p> <p>There's little space for planting trees, but low level landscaping would be appropriate.</p>
Flamstead Parish Council	<p>The PC objects strongly to this application because:</p> <p>It is inappropriate development in the green belt and there are no special circumstances to allow for a dwelling to be built on this site. It will have an impact on the character and appearance of the countryside as a few flimsy structures will be replaced by a solid building which resembles a run of hotel rooms. The dwelling will not support the rural economy and maintenance of the wider countryside as specified in CS5.</p> <p>The site currently has containers on it which are not buildings and should not be included in the footprint calculation.</p> <p>Furthermore the stables have not been used for equestrian purposes for at least 10 years and no horses have been kept on this site so there is no basis for a change of use from agricultural to residential.</p>

	<p>It would affect the openness of the countryside and further deter the bat population which are seen in this part of the village.</p> <p>It would set a precedent in the Green Belt to encourage infill where currently such pockets of open land maintain the rural aspect of the village.</p> <p>Access to the site is on a dangerous corner on Delmer end Lane, a site of many near misses.</p>
Hertfordshire Ecology	<p>Thank you for consulting Herts Ecology on the above. I apologise for the delay in replying, but would like to make the following comments:</p> <ol style="list-style-type: none"> <li>1. There is no existing ecological information on the site, although its location and boundary vegetation would suggest bats are highly likely to use the area.</li> <li>2. The Ecology Report is a Preliminary Ecological Appraisal and includes a Preliminary Roost Assessment for bats. I am satisfied that the background work and site surveys are sufficient for the LPA to make an adequately informed decision in respect of ecological matters.</li> <li>3. No evidence of bats was found within the buildings. Whilst I consider the buildings are accessible to bats, their condition and nature was considered not likely to support a bat roost, and no further surveys were considered necessary. I have no reason to object to this assessment based on the photographic evidence within the report.</li> <li>4. The site has no other intrinsic ecological interest in itself, but features such as brash and rubbish piles I consider could provide cover for reptiles or other small mammals including hedgehogs. These are not highlighted as providing habitats but I consider they should be cleared carefully as a precaution to avoid any such animal which may be present. Clearance would best be undertaken in the spring when such animals become active and can move away from disturbance.</li> <li>5. The buildings and adjacent boundary trees are used by birds - evidence of nests in the buildings was present. Any clearance or demolition should be undertaken to avoid the potential for disturbance or destruction of active nests, and should follow the recommendations as outlined in 5.1.3 of the Ecology Report.</li> <li>6. The report states that the site cannot be properly evaluated but clearly it is of little significant value other than providing some features which can be used by common wildlife, and in this respect is of some value at the site level.</li> </ol>

7. Enhancements as outlined in 5.2 are acceptable but lack detail and are limited. I would like to see further net gain in the form of provision of bat boxes, either on trees or incorporated within the new building. Whilst there is limited room on site for much landscaping, no landscaping proposals have been submitted. We previously advised a new hedge should be planted along the western boundary, and I consider this still to be necessary as compensation for the loss of existing boundary vegetation. I support the kitchen garden but this will be very shaded given the two 'mature' trees either end. Whether any of the trees will survive in the longer term being all ash is another matter. The multi-stemmed tree has been cut down once already. In some ways the creation of an orchard on the kitchen garden area could be another option, or within the adjacent grass field. This would also provide / recreate the landscape buffer currently present as scrub, and be consistent with the sites semi-rural location.

To demonstrate such net biodiversity gains, I advise that a landscape /ecology management plan (LEMP) be provided as a condition of any approval. In the circumstances this really needs only to be an annotated plan to show what features etc. will be provided and where, or what existing features will be retained any how they will be managed. This should consider some of the suggestions I have outlined above.

8. As previously advised, I suggest the following Infomatives are attached to any permission:

"In the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England."

"Any external lighting scheme should be designed to minimise light spill, in particular directing light away from the boundary vegetation to ensure dark corridors remain for use by wildlife as well as directing lighting away from potential roost - nesting sites."

"Any vegetation should be undertaken outside the nesting bird season (March to August inclusive) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than two days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest."

9. Further than these comments, I do not consider ecology represents any constraints to the development, which can be determined accordingly.

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## APPENDIX B: NEIGHBOUR RESPONSES

### Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
10	0	0	4	0

### Neighbour Responses

Address	Comments
24 Singlets Lane Flamstead St Albans AL3 8EP	<p>My property backs onto the back on the field in which this will be built in. I object on the following grounds:</p> <ul style="list-style-type: none"> <li>- Noise and pollution during the building process.</li> <li>- View from my property will be obscured.</li> <li>- The area is Green Belt</li> </ul>
26 Singlets Lane Flamstead St Albans AL3 8EP	<p>We object to this development for the following reasons:</p> <ol style="list-style-type: none"> <li>1) The site is in the Green Belt and therefore building development is not acceptable. There appear to be no 'special circumstances' that might permit such a development</li> <li>2) The house would encroach on the agricultural surrounds of Flamstead. The house cannot be considered 'infill', as it occupies part of a larger field</li> <li>3) The application states that the site was used for equine purposes. As we remember, horses have not been present on the site since 2010</li> <li>4) The design and structure of the planned house is in no way in keeping with other properties in the neighbouring areas. Indeed, the layout with four bedrooms all in a line (all with en-suite) does not look like a domestic residence</li> <li>5) Access to the site is narrow and on a blind bend in Delmerend Lane and so repeated vehicle movements associated with a large house would be very hazardous</li> <li>6) It is our concern that if this house was approved it would set a precedent for the further development of the rest of the field, which would be even more detrimental to the environment of Flamstead.</li> </ol>
34 Singlets Lane Flamstead St Albans AL3 8EP	<p>This further application for a 4 bedroomed house remains unacceptable and contrary to planning policy.</p> <p>Firstly do not be confused by the description of the land, it has not been a nursery for at least 30 years. The site has been vacant for 10 years, that is, not used for any purpose including grazing horses. I understand that it was let for this purpose until the licence was not renewed,</p>

approximately 10 years ago. Therefore it is not in 'equestrian' use by the applicant or any other.

The site is within the Metropolitan Green Belt and no Very Special Circumstances have been proposed.

The areas of existing buildings include old freight containers which surely do not qualify as buildings?

Finally the proposed access is clearly intended to serve future development (beyond this application) yet is narrow and with level differences at the point it meets Delmer End Lane. That road is narrow and suffers from overgrown border hedges with no pavements. Visibility is not good.

The design proposed is described as vernacular, yet I see nothing which reflects local styles. It is a simple bungalow with hotel style en suite bedrooms and varying floor levels.

Accordingly I object to the granting or permission for this application.