



Chairman and Members of the
Development Management
Committee

Your contact: Peter Mannings
Extn: 2174
Date: 7 December 2018

cc. All other recipients of the
Development Management
Committee agenda

Dear Councillor,

DEVELOPMENT MANAGEMENT COMMITTEE - 5 DECEMBER 2018

Please find attached the Additional Representations Summary as
circulated by the Head of Planning and Building Control prior to the
meeting in respect of the following:

7. Planning Applications and Unauthorised Development for
Consideration by the Committee (Pages 3 - 10)

Yours faithfully,

Peter Mannings
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East Herts Council
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MEETING : DEVELOPMENT MANAGEMENT COMMITTEE
VENUE : COUNCIL CHAMBER, WALLFIELDS, HERTFORD
DATE : WEDNESDAY 5 DECEMBER 2018
TIME : 7.00 PM

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East Herts Council: Development Management Committee

Date: 05 December 2018

Summary of additional representations received after completion of reports submitted to the committee, but received by 5pm on the date of the meeting.

Agenda No	Summary of representations	Officer comments
<p>7a, 3/18/0652/OUT Land at St Michaels Hurst, Bishop's Stortford</p>	<p>1. A letter from the Rev'd at St Michael's Church, Bishop's Stortford requests that the Committee gives consideration to a proposal to establish a curacy for Bishop's Stortford North for four years 2020-24. The Rev'd sets out that the parish population is due to rise from 11,000 to 18,000 with the addition of more than 2,600 new dwellings over the next eight years. The curacy is planned to serve the whole of the new population and there will be a special focus on the new families living in affordable housing, which is expected to exceed 30% of the dwellings. The Church is seeking to cover its costs of £27,000 for the first 18 months from a s.106 contribution from this Phase C+ application. Further contributions would be sought from future applications for Stortford Fields.</p>	<p>There is a strong preference for s.106 funding to be focussed on capital projects and that where revenue funding is agreed it has a clear policy context. The provision of free bus passes to new residents is an example of time-limited revenue funding that has National, County and District travel planning policy context, with the objective of encouraging the take up by new residents of non-car means of travel. Whilst the Church's initiative in offering support to the new community at BSN is understood, there is no explicit planning policy context for s.106 funding for such a project and it would not be an appropriate s.106 contribution.</p> <p>The applicant is of the same opinion and add that from a business and corporate governance perspective it would also be inappropriate to be seen supporting/funding a particular religious group in preference to others, the more so without the support of any planning policy context or grounding.</p>

	<p>2. A letter of objection has been received from the <u>Bishop's Stortford Climate Group (BSCG)</u>, which was copied to members of the Committee. In the context of warnings about global warming over the next 12 years they call for all new development to be "zero carbon". Their objection is that the development would add to the town's carbon footprint, rather than reduce it, and that the proposals are not sufficiently precise to be certain that the homes will be liveable in a warmer climate.</p>	<p>It is therefore recommended that this request for a s.106 financial contribution is not supported by the Committee.</p> <p>The applicant has replied to the effect that as it is an outline application, it commits to the overarching principles of sustainable development to ensure climate change is addressed as effectively as possible. However, specific details of insulation, air tightness, ventilation and overheating will be dealt with through future reserved matters applications to ensure full compliance with policies CC1 and CC2 of the District Plan and NE4 of the Neighbourhood Plan. Climate change implications of the additional development proposed were scoped out of the Environmental Impact Assessment that accompanies the application but the application nevertheless addresses climate change policy in a number of ways:</p> <ul style="list-style-type: none"> • A Building for Life assessment, including commitment to a travel plan, pedestrian and cycling routes and bus subsidy; and the creation of Bat Willow Country Park and other areas of open space. • Garden City principles as required by policy HDP1 of the Neighbourhood Plan. • A commitment to sustainability in the Design & Access Statement, including commitment to car charging points, photovoltaics, solar hot water;
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	<p>3. A letter of objection has been received from the <u>Bishop's Stortford Civic Federation</u>. The objection is partly based on a misconception that the Phase C+ application includes the primary school site. It has been explained to the author that it does not and that the opportunity to build a 1FE school at St Michael's Hurst is preserved, should it be required. However, the Federation maintains its objection to the proposed growth in the number of dwellings at St Michael's Hurst, which is clearly stated in Policy BISH 3 of the District Plan as being 329. It is concerned about traffic impact, with mention of the adverse effect on Rye Street, and the additional pressure on social</p>	<p>and flood prevention measures in the drainage strategy, which includes a 40% increase in capacity for climate change.</p> <p>The BSCG has focused particularly on an aim of all development in the District being zero carbon, which was a previous Government's target for 2016. However, there were practical difficulties, including value for money, in the realisation of zero carbon development and the target was dropped in favour of more achievable improvements to energy conservation standards in the Building Regulations. Zero carbon is therefore not currently a national or local policy requirement, although developers are encouraged to work towards it, with an emphasis on improvements to building fabric.</p> <p>Policies BISH 1 and 3 of the District Plan state that <i>East of Farnham Road, 329 homes shall be provided in accordance with planning permission 3/13/0886/OP</i>. The Plan merely reflected the number of homes in the existing permission. (For new sites policies normally say <i>around xxx dwellings</i> in accordance with current practice nationally). However, the applicants are at liberty to submit a fresh application for a higher number, in this case to make more efficient use of the land and better address current housing need, including 40% affordable housing.</p>
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	<p>infrastructure, with special mention of schools.</p>	<p>The matters of traffic impact and social infrastructure are covered in the Committee report. In short, the Transport Assessment that accompanies the new application shows that the future scenarios tested indicate minimal impacts on all junctions, apart from additional queuing at the junction of Michael’s Road with Stansted Road. To mitigate, the applicant has committed to a number of sustainable travel initiatives, including environmental improvement on Rye Street, which are mentioned in the Committee report and ERP A. Similarly, in respect of the additional pressure on social infrastructure, the report includes the replies of key service providers and mitigation is provided in the form of financial contributions towards service improvement projects.</p> <p>Part of the condition and its reasons were lost in creating the report.</p> <p>Condition 16 to read as follows:</p> <p>Upon completion of the drainage works for each phase in accordance with the timing / phasing, a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:</p> <ol style="list-style-type: none"> 1. Provision of a complete set of as built drawings for site drainage.
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	<p>Since the publication of the committee report 22 submissions have been received from members of the public in objection to the proposals. The submissions raise the following issues in summary:</p>	<ol style="list-style-type: none"> 2. Maintenance and operational activities. 3. Arrangements for adoption and any other measures to secure the operation of the scheme throughout its lifetime. <p><u>Reason:</u> To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.</p> <p>Following the recent separate planning permission for a care home, to avoid any suggestion that this planning permission gives consent to a second care home within the site an additional condition is recommended (27) as follows:</p> <p>The 66-bed care home (Use Class C2) hereby granted outline planning permission shall be located on the site identified on the Density/ Land Use/ Building Heights parameter plan (Drawing no. 17.035/006) and in no other location within the application site.</p> <p><u>Reason:</u> For the avoidance of doubt that there will be no more than one care home within the St Michael's Hurst Phase C+ application site.</p> <p>The issues raised by these submissions either relate to matters of principle – for example the allocation and development of the site at all – or cover a range of</p>
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	<ul style="list-style-type: none"> - Objection to the principle of the development; - Loss of the proposed primary school without provision elsewhere; - Additional traffic, exacerbating existing problems; - Unsafe access, including Rye Street and lack of adequate safety improvements; - Lack of adequate public transport or other viable alternatives to driving; - Impact on air quality; - Lack of infrastructure/ inability of infrastructure to cope with development, including schools, and health care; - Transport infrastructure required before other development comes forward - Over development; - Parking costs in the town centre lead to loss of retail trade in the town; - Disruption during construction, compounded by other sites coming forward; - No value to green space provision; - No retail or community facilities proposed; - Concern regarding the lack of detail at the outline stage 	<p>issues that are addressed in the report.</p>
<p>7b 3/18/1544/FUL Unit 2A, Hadham Industrial</p>	<p>It is understood that all members of the committee have been circulated with a letter from the agents acting on behalf of the applicant (dated 3 Dec 2018). The agent refers to the improvement work that the</p>	<p>The comments in relation to sustainability and the other appeal decision are noted. That appeal related to residential development and in the context of the lack of a 5 year supply of land for housing development, as were the circumstances at the time.</p>

<p>Estate, Church End, Little Hadham</p>	<p>applicant has already undertaken or intends to undertake to the Church End Farm site. This includes replacing the B8 storage use on this site with the proposed development.</p> <p>The agent refers to the transport sustainability credentials of the site, making reference to a recent appeal decision elsewhere and the future transport picture once the Little Hadham by pass is in place. The agent also sets out the view that proposed development will not adversely impact on the rural character of the site.</p> <p>Lastly the agent points out that no element of the development is retrospective, that the bridleway to be used for access is already shared with vehicles and that the highway authority has not raised concerns in relation to the proposals.</p> <p>A visual showing how the proposed building would appear was submitted.</p>	<p>It is considered that the appeal proposals are not comparable to the proposals now under consideration and a conclusion on these proposals cannot be drawn from those different circumstances.</p> <p>The other points are noted, including the position of the Highway Authority. However, it is the role of the Council as planning authority to make the decision on the proposals, taking all issues, including wider transport sustainability into account.</p>
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