



MEETING : EXECUTIVE
VENUE : COUNCIL CHAMBER, WALLFIELDS, HERTFORD
DATE : TUESDAY 4 NOVEMBER 2014
TIME : 7.00 PM

MEMBERS OF THE EXECUTIVE

- | | |
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| Councillor Tony Jackson | - Leader of the Council |
| Councillor Malcolm Alexander | - Deputy Leader and Executive Member for Community Safety and Environment |
| Councillor Mike Carver | - Executive Member for Strategic Planning and Transport |
| Councillor Linda Haysey | - Executive Member for Health, Housing and Community Support |
| Councillor Paul Phillips | - Executive Member for Economic Development |
| Councillor Suzanne Rutland-Barsby | - Executive Member for Community & Partnership Liaison |
| Councillor Michael Tindale | - Executive Member for Finance |

CONTACT OFFICER: Martin Ibrahim
Tel: 01279-502173
Email: martin.ibrahim@eastherts.gov.uk

DISCLOSABLE PECUNIARY INTERESTS

1. A Member, present at a meeting of the Authority, or any committee, sub-committee, joint committee or joint sub-committee of the Authority, with a Disclosable Pecuniary Interest (DPI) in any matter to be considered or being considered at a meeting:
 - must not participate in any discussion of the matter at the meeting;
 - must not participate in any vote taken on the matter at the meeting;
 - must disclose the interest to the meeting, whether registered or not, subject to the provisions of section 32 of the Localism Act 2011;
 - if the interest is not registered and is not the subject of a pending notification, must notify the Monitoring Officer of the interest within 28 days;
 - must leave the room while any discussion or voting takes place.

2. A DPI is an interest of a Member or their partner (which means spouse or civil partner, a person with whom they are living as husband or wife, or a person with whom they are living as if they were civil partners) within the descriptions as defined in the Localism Act 2011.

3. The Authority may grant a Member dispensation, but only in limited circumstances, to enable him/her to participate and vote on a matter in which they have a DPI.

4. It is a criminal offence to:

- fail to disclose a disclosable pecuniary interest at a meeting if it is not on the register;
- fail to notify the Monitoring Officer, within 28 days, of a DPI that is not on the register that a Member disclosed to a meeting;
- participate in any discussion or vote on a matter in which a Member has a DPI;
- knowingly or recklessly provide information that is false or misleading in notifying the Monitoring Officer of a DPI or in disclosing such interest to a meeting.

(Note: The criminal penalties available to a court are to impose a fine not exceeding level 5 on the standard scale and disqualification from being a councillor for up to 5 years.)

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AGENDA

1. Apologies

To receive apologies for absence.

2. Leader's Announcements

3. Minutes (Pages 7 - 14)

To approve the Minutes of the meeting held on 7 October 2014.

4. Declarations of Interest

To receive any Member(s) declaration(s) of interest.

5. Stansted Airport Public Consultation: Draft Sustainable Development Plan, September 2014 (Pages 15 - 48)

6. Conservation Resources (Pages 49 - 54)

7. Tewin Conservation Area Appraisal and Management Plan (Pages 55 - 110)

8. Brickendon Conservation Area Appraisal and Management Plan (Pages 111 - 166)

9. Little Berkhamsted Conservation Area Appraisal and Management Plan (Pages 167 - 224)

10. District Planning Executive Panel: Minutes - 22 October 2014

Report to follow.

To consider recommendations arising from the following matters:

- (A) East Herts Gypsies and Travellers and Travelling Showpeople Identification of Potential Sites Study, September 2014
- (B) Mead Lane Urban Design Framework
- (C) Neighbourhood Planning Guidance Note
- (D) Greater Essex Demographic Forecasts 2012 – 2037 Phase 6 Main Report, September 2014
- (E) Delivery Study Update Report
- (F) Duty to Co-operate Update Report
- (G) East Herts Resident Survey on the Draft District Plan, July 2014
- (H) Draft District Plan Chapters 20-25: Response to Issues Raised During Preferred Options Consultation and Draft Revised Chapters

11. Monthly Corporate Healthcheck - September 2014

Report to follow.

12. Urgent Business

To consider such other business as, in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration and is not likely to involve the disclosure of exempt information.

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MINUTES OF A MEETING OF THE
EXECUTIVE HELD IN THE COUNCIL
CHAMBER, WALLFIELDS, HERTFORD ON
TUESDAY 7 OCTOBER 2014, AT 7.00 PM

PRESENT: Councillor A Jackson (Chairman/Leader)
Councillors M Alexander, M Carver,
L Haysey, P Phillips and S Rutland-Barsby.

ALSO PRESENT:

Councillors D Andrews, P Ballam,
R Beeching, E Buckmaster, S Bull, J Jones,
M McMullen, T Page, M Pope, P Ruffles,
J Thornton, K Warnell and J Wing.

OFFICERS IN ATTENDANCE:

Martin Ibrahim	- Democratic Services Team Leader
George A Robertson	- Chief Executive and Director of Customer and Community Services

287 BISHOP'S STORTFORD CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN

The Executive Member for Strategic Planning and Transport submitted a report on the Bishop's Stortford Conservation Area Appraisal following public consultation. He detailed the outcome of the public consultation in the report now submitted and advised that some comments had been taken on board.

The Appraisal identified the special character of the Conservation Area together with the elements that should be retained or enhanced and those which detracted from

the identified character. Once adopted by the Council, the Appraisal would become a 'material consideration' in the process of determining planning applications. It would also link into the development of neighbourhood planning.

Various Members supported the proposals and thanked the Officers involved for engaging with local residents, the Town Council and the Civic Federation. In response to comments made concerning the need for monitoring and enforcement, the Executive Member referred to available resources and reminded the meeting of forthcoming budget discussions at various meetings, where such resource levels could be reviewed. He also referred to the duties and responsibilities of the Conservation and Landscape Officers, the Enforcement team and the wider Planning team.

The Executive Member undertook to provide an updated schedule of outstanding Appraisals/Plans for reporting to the Executive.

The Executive supported the recommendations as now detailed.

RECOMMENDED - that (A) the responses to the public consultation be noted and the Officer responses and proposed changes to the Bishop's Stortford Conservation Area Appraisal be agreed;

(B) authority be delegated to the Head of Planning and Building Control, in consultation with the Executive Member for Strategic Planning and Transport, to make any further minor and consequential changes to the Appraisal which may be necessary; and

(C) the Bishop's Stortford Conservation Area Appraisal be adopted.

288 SAWBRIDGEWORTH CONSERVATION AREA APPRAISAL

The Executive Member for Strategic Planning and Transport submitted a report on the Sawbridgeworth Conservation Area Appraisal following public consultation. He detailed the outcome of the public consultation in the report now submitted and advised that some comments had been taken on board.

The Appraisal identified the special character of the Conservation Area together with the elements that should be retained or enhanced and those which detracted from the identified character. Once adopted by the Council, the Appraisal would become a 'material consideration' in the process of determining planning applications. It would also link into the development of neighbourhood planning.

The Executive supported the recommendations as now detailed.

RECOMMENDED – that (A) the responses to the public consultation be noted and the Officer responses and proposed changes to the Sawbridgeworth Conservation Area Appraisal be agreed;

(B) authority be delegated to the Head of Planning and Building Control, in consultation with the Executive Member for Strategic Planning and Transport, to make any further minor and consequential changes to the Appraisal which may be necessary; and

(C) the Sawbridgeworth Conservation Area Appraisal be adopted.

289 APOLOGIES

An apology for absence was submitted on behalf of Councillor M Tindale.

290 MINUTES

RESOLVED – that the Minutes of the Executive meeting held on 2 September 2014, be approved as a correct record and signed by the Leader.

291 HERTFORDSHIRE COUNTY COUNCIL - PUBLIC CONSULTATION "HAVE YOUR SAY ON A MORE EFFICIENT BUS SERVICE FOR HERTFORDSHIRE"

The Executive Member for Strategic Planning and Transport submitted a report on the public consultation undertaken by Hertfordshire County Council on proposals to implement a reduction in the provision of subsidised bus services in Hertfordshire, which would involve the deletion of some evening and Sunday services. He also set out a proposed response to the proposals.

The Executive Member objected to the proposed service reductions and also referred to the impact on infrastructure issues relating to the emerging District Plan. Other Members also voiced concerns citing examples of poor service in their wards.

The Executive approved the proposed response as now submitted.

RESOLVED - that East Herts Council inform Hertfordshire County Council that it objects to the proposed service reductions proposed in its 'Public Consultation: Have Your Say On A More Efficient Bus Service For Hertfordshire, July 2014' for the reasons contained at paragraphs 2.4 to 2.23 of the report submitted, which should form the Council's formal response.

292 SELECTING PROPERTY FUNDS TO INVEST IN

The Executive Member for Finance submitted a report recommending two property investment funds. In his

absence, the Leader presented the report to the meeting. He also cautioned Members that Essential Reference Paper 'C' of the report submitted contained exempt information as defined in paragraph 3 of Part I of Schedule 12A to the Local Government Act 1972. He expressed his wish to consider the matter in the public arena as far as possible. However, if Members wished to ask detailed questions relating to this document, the meeting could exclude the press and public.

At this point (7.45 pm), the meeting was adjourned in order that further copies of the exempt Essential Reference Paper C' could be obtained, as it had become evident that this had been wrongly omitted from the agenda papers for all Members. At 7.53 pm, the meeting reconvened.

The Leader reminded Members of the rationale for these proposals and the Council's need to maximise its income. He explained the process undertaken for selecting the funds now detailed in the report submitted.

A number of Members asked questions and made comments. The Leader responded by confirming that the income generated could be used to support the Council's revenue budget and that the Medium Term Financial Plan (MTFP) reflected this. He explained the fees structure and the role of Capita in advising the Council. The investments would be in accordance with the Council's Treasury Management Strategy which indicated the types of investments and criteria to be met.

The Leader also confirmed that assurances had been received that no single investor was so large that their withdrawal could impact adversely on the funds overall. There were also safeguards in place with the flexibility provided by recommendation (C), as the lead in time was up to 9 months and the situation could change.

The Executive approved the proposals as now detailed.

RESOLVED - that (A) investment of £10m in each of the two selected property funds now detailed be

approved;

(B) before final agreement to invest in actual funds, the Council will ensure that the most up to date legal advice about investment is considered; and

(C) at the time of investment, the Director of Finance and Support Services, in consultation with the Executive Member for Finance, is delegated the powers to sign off the specific terms of the investment as long as these are not significantly different from those terms outlined in this report.

293 MONTHLY CORPORATE HEALTHCHECK - AUGUST 2014

The Leader of the Council submitted an exception report on performance and finance monitoring for East Herts Council for August 2014.

He advised that in respect of EH 192 – percentage of household waste sent for recycling, the latest figure was 53.4%.

In relation to Essential Reference Paper 'A', the Executive Member for Health, Housing and Community Support suggested that the health and wellbeing implications had not been fully addressed and should be reviewed in future reports.

The Executive approved the recommendations now detailed.

RESOLVED - that (A) the budgetary variances set out in paragraph 2.1 of the report be noted;

(B) a virement of £20,000 from the Agency budget to the Salaries budget as set out in paragraph 2.5 of the report, be approved; and

(C) an additional £12,000 from the contingency budget as set out in paragraph 2.15 of the report submitted be approved.

The meeting closed at 8.31 pm

Chairman
Date

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EAST HERTS COUNCIL

EXECUTIVE – 4 NOVEMBER 2014

REPORT BY EXECUTIVE MEMBER FOR STRATEGIC PLANNING AND TRANSPORT

STANSTED AIRPORT PUBLIC CONSULTATION: DRAFT
SUSTAINABLE DEVELOPMENT PLAN, SEPTEMBER 2014

WARD(S) AFFECTED: ALL

Purpose/Summary of Report

- To detail the public consultation by Stansted Airport on its draft Sustainable Development Plan, and to agree the Council's response to it.

<u>RECOMMENDATION FOR EXECUTIVE:</u> That:	
(A)	Stansted Airport be informed that, in respect of its public consultation on its draft Sustainable Development Plan, paragraphs 2.7 to 2.63 of this report form the Council's formal response.

1.0 Background

1.1 Stansted Airport has issued a draft Sustainable Development Plan (SDP) for 10 weeks public consultation between 2nd September and 7th November 2014.

1.2 The consultation material, which is split over five documents, sets out the proposals for the future growth and development of the airport.

1.3 Following the close of the consultation on 7th November 2014, Stansted Airport will consider the representations made and currently aims to publish a Final SDP by late 2014.

2.0 Report

2.1 Stansted Airport is the third largest London airport and currently handles around 18 million passengers per annum (mppa) who

travel to around 150 destinations across 30 countries, which are predominantly short haul and North African.

- 2.2 Manchester Airports Group (MAG) acquired the airport from BAA in February 2013 and is committed to increasing growth of its business. Stansted currently has planning permission to increase flights to accommodate 35mppa on its single runway. The draft SDP, the subject of the current consultation, is intended to replace BAA's 2006 Interim Master Plan.
- 2.3 The draft SDP states the current aspirations of MAG in respect of its potential future development. The consultation envisages that, in optimising the use of existing capacity, between 40 and 45mppa could be accommodated at the airport (although the operational constraints of the single runway would be more likely to limit the upper level to around 43mppa). The SDP also envisages potentially almost doubling cargo throughput to 400,000 tonnes pa.
- 2.4 It is to be stressed that there is no intention through this document to introduce proposals for any additional runway. However, it should also be noted that the Airports Commission, headed by Sir Howard Davies, is due to publish its Final Report in 2015. While the findings of the Commission are currently unknown, it should be noted that Stansted Airport is one of a number of long term options under consideration to provide additional runway capacity to meet future increased demand. A separate consultation will be carried out in respect of the findings of the Airports Commission and therefore this should not be confused with the current consultation by Stansted Airport.
- 2.5 The draft SDP itself is split into five individual documents, covering:
 - Summary
 - Economy and Surface Access
 - Land Use
 - Environment
 - Community

Each of the latter four documents focus on different aspects of the proposals for growth at the airport. A copy of the Summary document is included at **Essential Reference Paper 'B'**, with the whole draft SDP available for viewing at:

<http://www.stanstedairport.com/developmentplan>. It should be

noted that there is a difference in page numbering between downloadable and print versions of the documents. Where page numbers are referred to in this report, they related to the downloadable versions.

2.6 The Stansted Airport website provides a synopsis of MAG's draft aims and targets:

1. **Make the most effective use of our runway and infrastructure.** This will help provide more choice and range of destinations and airlines we offer, including long-haul services;
2. **Maximise the use of our land providing a safe, efficient and commercial operation** to allow our business and those of our tenants and partners to grow. This will include the creation of new passenger and airside facilities;
3. Unlock economic growth and create more jobs in our region - **making full and efficient use of the single runway has the potential to generate £4.6bn in GVA and create an extra 10,000 jobs on-site;**
4. Continue to **support local business through our Meet the Buyers events.** By 2017, we hope to generate over £2m worth of new contracts for local businesses;
5. **Maintain our number one position for public transport usage** and champion initiatives to improve rail links to London and Cambridge, increase bus connectivity and encourage more of our staff to choose sustainable ways to get to work;
6. Commitment to invest in energy efficient and low carbon technologies with the **aim for airport operations to become carbon neutral;**
7. Seek to **minimise the impact of all aspects of noise with a target to tighten our noise** penalty limits;
8. Reduce, reuse, recycle – **target to recycle 70% of waste by 2020** with zero landfill waste;

9. Establish a **new on-site education centre** providing a flexible and inspirational learning environment to inspire the workforce of tomorrow;
10. Continue to improve the **Stansted Airport Employment and Skills Academy**, helping to provide training and jobs for local people with an aim to get 550 local people into work a year whilst **increasing apprenticeship opportunities** for young people.
- 2.7 In terms of this Council's response to the consultation, it should be noted that the draft SDP poses a series of questions in each of the four main subject documents. However, many of the issues raised separately are inter-related across the piece and therefore it is more appropriate that issues be considered as a whole rather than being framed around answering set questions.
- 2.8 While there are several issues that should be taken into account by MAG before progressing its draft SDP through to final publication, and these are detailed throughout this report, there a number of very positive aspects of the draft SDP.
- 2.9 The principle of MAG developing a new SDP for Stansted Airport is to be welcomed as a replacement for BAA's, now outdated, 2006 Interim Master Plan. It provides a fresh impetus for improvement at the airport and signals the current owner's intentions to continue to revitalise the airport and further its economic recovery from the position which it inherited. Linked to this, the current £80m investment scheme for the terminal transformation is seen as a very positive outcome of MAG's ownership.
- 2.10 MAG's outreach projects to local communities and support for developing employment openings and awareness raising of opportunities around the airport from a young age are also most welcomed.
- 2.11 However, in regard to certain proposals within the draft SDP, there are a number of matters which it is considered should be addressed before the Plan is finally adopted.
- 2.12 Firstly, it is currently unclear what the status of the draft Plan is. The Aviation Policy Framework¹ (APF) provides advice on the

¹ Aviation Policy Framework, DfT, March 2013

content of Airport Master Plans. However, while the consultation states that the SDP is proposed to replace the BAA 2006 Interim Master Plan, it is not itself labelled as a Master Plan. While detailing the APF document within its National Policy Section, it does not fully comply with the contents of that guidance and these areas are discussed later in this report.

- 2.13 The draft SDP confirms that all of its development proposals can be accommodated within the current confines of the airport site. It also seeks to ensure that passengers and businesses have the necessary transport infrastructure and connectivity to compete and grow; however, these aspects would certainly have an impact beyond the site boundaries, even with MAG envisaging that it would make the most of existing on site infrastructure.
- 2.14 In respect of the increased passenger numbers proposed in the draft SDP (to between 40 and 45mppa), it should be noted that, while planning permission for expansion to 35mppa was granted by the Secretaries of State in 2008, the permission has not yet been implemented, largely due to the effects of the economic recession. To increase passenger numbers beyond 35mmpa, a further formal planning application would be required.
- 2.15 As of the end of May 2014, passenger throughput stood at 18.2mppa with a total of 133,900 Air Transport Movements (ATMs), which is well below the 35mppa permission. MAG has projected that it is likely to reach the 35mppa threshold by 2025. This is considered to be an ambitious growth rate, and contrasts with the Airport Commission's predictions of capacity not being reached at Stansted until 2040 at the earliest². While forecasting is not an exact science and it is acknowledged that MAG considers that the Airports Commission has underestimated the rate of passenger growth at the airport, it is still likely that at least another 10 years of unused capacity remain before permitted passenger levels are reached.
- 2.16 The consultation states that, for the assessment of certain environmental and surface access effects, a figure of 43mppa has been used as the maximum throughput that the airport could achieve with a single runway; owing to capacity limits of the runway and the associated infrastructure. This begs the question why an upper limit of 45mppa is being promoted if in fact only 43mppa could be achieved. Throughout the consultation very little technical evidence appears to have been made publically

² Source: *Airports Commission: Airport Level Passenger Forecasts 2011 to 2050, January 2014*

available to underpin the envisaged increase in passenger numbers to between 40 and 45mppa.

- 2.17 Many intentions are expressed about mitigating the impacts of projected levels of development without interested parties having the ability to view any transparent evidence base or analysis that may exist. Therefore, it is not possible to understand how any data relating to either potential impacts or mitigation measures has been derived or for any scrutiny of that material. The APF states, in respect of Master Plans, that “the body of the document should be accessible to a lay person, and the technical detail clearly annexed”. The latter element has not been achieved in the draft SDP and it should therefore be revised to provide much greater clarity over its evidence base. If full inclusion of data in the documents is not appropriate then, in line with the Government’s guidance, this detail should be annexed. It would also be helpful if such information were to be signposted throughout (e.g. via links to appropriate website pages).
- 2.18 It is also noted that elements of technical evidence are yet to be completed and therefore the impact of any potential findings is yet unknown. Particular incomplete evidence base areas relate to traffic modelling and air quality impacts, which are key elements to underpin any airport development plan. Any material amendments to the SDP arising from these studies could occasion the need for further public consultation. In any event it is considered that a further round of public consultation should be carried out in order to allow respondents opportunity to comment in light of the technical evidence once published.
- 2.19 In the current absence of such evidence, and without the full impacts of the permitted 35mppa on both local and wider areas yet being known (and unlikely to be so for at least another decade), it is not considered that there is justification for lifting the current planning caps at Stansted.
- 2.20 Setting aside matters of principle, should the proposals for increased passenger numbers be advanced, various matters should be taken into account in the final SDP documents. Comments have been made, not in order of importance, but rather to reflect the same format as the suite of documents forming the draft SDP.

Economy and Surface Access

- 2.21 In respect of transport, accessibility to the airport should be enhanced to ensure users have the availability of surface access

necessary to meet their needs and this is rightly acknowledged in the document. Enhanced connectivity is seen as “a key factor in driving economic regeneration and productivity in some local areas around the airport” (p08). Further it is stated (p09) “We are committed to... deliver high quality and reliable transport infrastructure with sustainable travel choices for both passengers and employees”.

- 2.22 However, connected to the discussion above in relation to lack of technical evidence, there is no analysis provided of the impact that any changes to existing planning caps may have on surface access to the airport. This should have been undertaken and issued in tandem with the draft SDP in order that the funding and delivery of necessary improvements to the rail and highway networks could be identified and mechanisms for achieving these be stated. This should then serve as a basis for establishing and formalising partnership arrangements with relevant infrastructure providers and key stakeholders (as detailed p08) to enable delivery with contributions (both technical and financial) from Stansted commensurate with the scale of impact generated by increased airport related movements.
- 2.23 Stansted’s record of achieving highest modal share of passenger trips to any UK airport by public transport (around 51%) is to be commended and it is most encouraging to see a commitment to continue supporting modal shift away from car-borne journeys, especially for staff.
- 2.24 However, it is recognised that there are various impediments to modal shift and these should, where possible, be addressed through the SDP to ensure that users have the opportunity to reach the airport in the most sustainable manner.
- 2.25 The possible uptake of passenger transport is limited in part by inflexible timetabling which does not allow either passengers or employees (who work shifts that extend considerably beyond the hours of opening to passengers) to access Stansted by rail or bus at certain times from late evening to early morning.
- 2.26 Furthermore, bus access from parts of East Herts to the airport is difficult, especially during off-peak times. This results either in workers from the district utilising car borne travel where convenient bus services do not exist, or that some potential employees would be unable to take up positions at the airport. There is already a past acknowledged recruitment issue at the airport with significant numbers of job vacancies. This position

may well be exacerbated as employment opportunities increase through the development proposals in the draft SDP.

- 2.27 MAG should therefore focus on supporting improved bus services to and from their employment base from, inter alia, the key towns in East Herts including Bishop's Stortford, Hertford, Ware, Buntingford and Sawbridgeworth, to provide access for existing and potential employees. Where demand exists for bus timetable extensions on existing routes or for the introduction of new services, MAG should deliver financial support to secure their provision, both initial and on-going.
- 2.28 In relation to rail, there are a number of key priorities, some of which lie outside the auspices of MAG to provide, but others which are in the company's control to effect.
- 2.29 The draft SDP's ambitions to increase rail services between the airport and London, Cambridge and beyond are generally supported, as long as these are not at the expense of commuter services on the West Anglia Main Line (WAML).
- 2.30 It is already widely acknowledged that the WAML is in desperate need of enhancement to ensure that it is equipped to cope with both existing and anticipated increased demands on the route. The 4-tracking of the West Anglia Main Line to Broxbourne and improving rail connectivity to London, especially Stratford, are seen as key infrastructure measures to support this. Further measures to enhance links to Stansted are also supported, provided that they do not impact on local services in the district. Stansted Airport should continue to press Network Rail for preparatory work on 4-tracking to be undertaken during Control Period (CP) 5, to ensure that the main scheme could be implemented early in CP6.
- 2.31 Enhanced connectivity from wider destinations (in Hertfordshire and beyond) should be investigated, particularly to enable easier and fewer transfers between routes. The feasibility of introducing timetabling to enable trains to stop at additional stations on some Stansted bound journeys should be examined with the aim of improving connections and reducing car borne trips.
- 2.32 More local to the airport, it is considered that, contrary to the statement in the draft Surface Access proposals that the current single track tunnel beneath the runway would be sufficient, this may not prove to be the case in the longer term, as the single tunnel would continue to limit the airport to 6 arriving and 6

departing trains per hour. Although the capacity of those trains could be increased via the Stansted Express rolling stock being extended to 12 car trains, connectivity would still be restricted and would not allow for greater frequency or increased service provision beyond that.

- 2.33 Even though it is not currently envisaged to directly serve the airport, the planned Crossrail 2 scheme would provide improved links from London via connection at Tottenham Hale with its existing access to the Stansted Express. This initiative, coupled with the 4-tracking proposals already identified above, could lead to significantly increased numbers of passengers seeking to access the airport via rail. In the event that the Crossrail 2 scheme was to be extended to serve the airport in the future, there are doubts that there would be enough spare capacity for these services.
- 2.34 In light of all of the above, it is therefore considered prudent that MAG should aim to plan in the medium to long-term to provide additional infrastructure for the potential passenger numbers that these initiatives could engender. Such planning should include investigating the potential to provide a second bore, so that the station at the airport would be in a position to enable greater frequency of services and accommodate additional passenger numbers travelling by train. While not needed at the current time, delivery of such infrastructure invariably follows a very lengthy process and therefore the profile of such a scheme should be raised at the earliest opportunity.
- 2.35 For car-borne traffic (and indeed for bus and coach travel), a challenge for Stansted is to improve connectivity and, in this respect, east-west surface access presents particular issues. Because Hertfordshire's key road and rail links are primarily of a radial nature based around access to/from London and the main towns, this can present difficulties for road users accessing the airport, especially at peak times. While the planned opening of the A120 Little Hadham Bypass in 2019 should go some way in alleviating one of the main congestion points on an important road corridor to the airport, raised passenger numbers could negate some of these gains via increased trip generation. As a considerable number of increased trips would be generated even as a result of currently permitted growth at, and related to, the airport, it would be appropriate for MAG to both support HCC's longer term aims to complete the upgrade of the route via the bypassing of Standon and Puckeridge and to make a financial

commitment towards its future delivery through partnership arrangements.

2.36 Should growth beyond permitted caps be progressed then it is important that the full impact of future trip generation be assessed and mitigation measures/necessary infrastructure be identified and provided commensurate with such impact. In particular, improved capacity on the M11 should be addressed via any proposals. The A120/M11 junction (J8) has already been identified as having capacity issues, especially at peak times, and specific improvements to this junction should be identified to relieve pressure at this point. North-facing slip roads, that have previously been suggested, should be considered among a range of potential improvement measures.

2.37 In respect of the M11 itself, which is regularly plagued by disruption and closure due to accidents, it is considered that a daytime HGV no-overtaking ban between J8 and J9 (which already has the support of the Highways Agency following a previous trial) could be made permanent to help ameliorate conditions and improve trip reliability. This measure could potentially also be extended to include the stretch from J7. Other potential improvements on the M11 should also be investigated. In this regard, Stansted should state its intentions in the SDP that it will work in partnership with the Highways Agency to effect the best solutions to ensure that journey reliability is improved.

2.38 Furthermore, the APF states:

5.11 All proposals for airport development must be accompanied by clear surface access proposals which demonstrate how the airport will ensure easy and reliable access for passengers, increase the use of public transport by passengers to access the airport, and minimise congestion and other local impacts.

5.12 The general position for existing airports is that developers should pay the costs of upgrading or enhancing road, rail or other transport networks or services where there is a need to cope with additional passengers travelling to and from expanded or growing airports. Where the scheme has a wider range of beneficiaries, the Government will consider, along with other relevant stakeholders, the need for additional public funding on a case-by-case basis.

- 2.39 As the evidence base for transport is not currently available and modelling to factor in increased passenger numbers is yet to be undertaken, it is not possible to assess the impact that these would have in terms of road or rail. As the APF states that the developer should pay the costs of upgrades, it is not sufficient for MAG to state that it does not consider that the proposals would incur the need for any further infrastructure without the ability of interested parties to test such assertions.
- 2.40 However, MAG's commitment to partnership working with key stakeholders is welcomed and it is considered vital that this occurs in relation to the identification and delivery of strategic and local transport infrastructure. Partnership arrangements should be immediate and on-going.
- 2.41 In terms of economic matters, the proposals to meet employment provision within the confines of the airport are welcomed. While it is recognised that the local economy benefits from operations at Stansted and maintains a feeder role, East Herts continues to support the principle of any directly air-related enterprises being located on site. Likewise, future job creation at the airport is supported.

Land Use

- 2.42 Stansted Airport lies within the boundaries of Essex and, where proposals are of a nature not to be considered a nationally significant infrastructure project to be determined under National Infrastructure Planning procedures, determination of applications lies with Uttlesford District Council. All proposals, in addition to complying with national policy, should be in accordance with both the adopted Uttlesford Local Plan, 2005, and the emerging Uttlesford Local Plan.
- 2.43 In respect of the current draft SDP Land Use Plan document, this refers to specific buildings and areas throughout the text which have not then been notated on the plans included within the document. The final SDP should ensure that these are shown for clarity for the reader, especially those unfamiliar with the layout of the airport.
- 2.44 The draft SDP states that an increase in cargo capability would result in around 400,000 tonnes per annum being handled at Stansted on dedicated cargo aircraft (and almost doubling from

213,000 tonnes to year end August 2014) plus an additional 60,000 tonnes in belly freight.

- 2.45 However, it is not clear whether this takes into account the fact that the role of freight operations are subject to considerable change. Traditionally, a significant proportion of freight transfer has been accommodated via belly-hold operations (i.e. using cargo hold space in passenger aircraft). However, the introduction of the A380 and Dreamliner aircraft, which are increasingly coming into operation, may have an impact for freight operations on existing and future aviation capacity as these aircraft concentrate on accommodating larger passenger numbers at the expense of cargo space. Therefore, as the quantity of belly-hold freight carried by these aircraft is smaller than that of their predecessors, this could potentially have significance in terms of demand for additional increased stand-alone freight movements. The draft SDP fails to articulate its approach to potential diminishing belly-hold freight and whether this would impact on the predicted figures as stated. Likewise, the long-haul aspirations of MAG may also have an impact on freight operations.
- 2.46 Furthermore, there is a concern that, as any spare capacity in day time flights is used up by passenger aircraft, this could have a knock-on effect of increasing the potential for night flights, especially for cargo. Such a move would not be supported and the issue should be addressed through the SDP, so that the full impact of potential freight movements can be fully assessed. Further discussion of night flights is included at paragraph 2.50 below in respect of the Environment document.
- 2.47 Beyond the issues raised in the Land Use document, it is further recommended that MAG should state its intentions to liaise with district councils around the issue of airport parking. While the strategy within the draft SDP is noted, there is currently no acknowledgement of current parking practices of some passengers who choose to park in residential areas in neighbouring settlements then travel by bus or taxi to the airport to avoid parking fees. Where there is a persistent issue, MAG should, as part of its parking strategy, commit to helping the local authority investigate ways to ameliorate the situation and thereby improve the local amenity of residents.

Environment

- 2.48 In respect of the environment, this volume states (p05) that:

In particular the advance of aircraft and vehicle technology and the outlook for further improvements in the lifetime of this plan suggest future noise impacts will be lower than previously assumed and we are confident that local air quality will remain well within the Government's limits.

- 2.49 This assertion in the draft SDP is to be welcomed; however, it should be underpinned by technical evidence to support this position, which is currently either not provided as part of the consultation or is incomplete.
- 2.50 There are particular concerns relating to the issue of night flights (also discussed in respect of the Land Use volume in relation to cargo above). As there is an inter-relationship between the two issues, it is important to consider the potential impact that an increase in cargo movements could have on increased numbers of night flights and thus a direct impact on the amenity of residents under flight paths who would be affected by such.
- 2.51 Page 24 of the Land Use document states that “we believe that there would be benefits in amending the way the current restrictions operate, potentially through the introduction of a specific ‘night noise envelope’. To move to a locally determined night noise regime would require the Government to remove Stansted’s current designation for the purposes of noise control”.
- 2.52 The implications of this could be an increase in night flights. It is not considered appropriate that there should be any increase in night flights and this Council would not support any such proposals, nor would a move to local control be supported.
- 2.53 Furthermore, there is no detail within either Land Use or Environment section over mitigation measures to provide respite for residents affected by night flights, contrary to the aims of the APF (paragraph 3.35). Moreover, there is no discussion around any possible alternative approaches to an increase in night movements that may exist. MAG should therefore examine the potential to reduce the impact of night flights at a local level while working within the Government’s ‘designated’ centrally set limitations.
- 2.54 In relation to noise envelopes, the SDP should address the advice contained in the APF (paragraph 3.29) in relation to new runway capacity and therefore seek to restrict its current noise contours as technology advances allow, rather than simply to “Continue to ensure that the daytime noise contour (57dB_{LAEQ, 16hr})

will not exceed an area of 33.9km²” (p39). The airport should therefore work towards improving existing noise impacts and seek to demonstrate what further improvements can be made going forward as movements increase at Stansted, rather than promoting working within an envelope predicated on earlier technology.

2.55 It should be understood also that noise at night is not confined to that generated by aircraft movement, but also from ground activities and associated road access trips, which extend considerably beyond the airport boundaries.

2.56 In terms of air quality, the airport’s aspirations to minimise emissions are supported. However, in the absence of the completion of the detailed air quality assessment currently being undertaken, it is not possible to fully comment on the future air quality proposals within the draft SDP.

2.57 Matters that should be taken into account include an assessment of whether there would be any additional impacts from the alteration in planning caps to the air pollution in relation to combustion of aviation fuel, potential inefficient aircraft engines, particulate matter released from worn/burnt aircraft tyres, fuel tanks and transfer facilities and vehicles travelling to and from the airport and ground services.

2.58 Any additional impact on human, animal and plant health should be also assessed and appropriate mitigation measures put in place to ensure negative effects are minimised.

2.59 Potential impacts in terms of increased light pollution should also be assessed and mitigation measures identified where possible.

Community

2.60 The draft Community Plan illustrates the links that have been forged by MAG with local communities since purchasing the airport. Its initiatives to be focussed over coming years show commitment to improving conditions with local communities and forging relationships, especially those aimed at young people. Career opportunities are linked through educational projects, such as the Employment and Skills Academy.

2.61 Throughout the consultation, numerous public events and opportunities for the public to engage in the process have been

arranged and it is encouraging to see the efforts made in this respect.

- 2.62 An on-going commitment to partnership working with key stakeholders is also supported.
- 2.63 In conclusion, in light of all of the above, it is considered that the introduction of a draft Sustainable Development Plan to replace the previous Interim Masterplan should be welcomed as a concept, albeit that its status should be clarified. However, in addition to the need to take into account representations made to the consultation, the finalisation of the document should be reserved until such time as the (currently incomplete) technical evidence base is available for public and stakeholder scrutiny to either underpin the proposed policy approaches or to inform their potential reshaping.

3.0 Implications/Consultations

- 3.1 Information on any corporate issues and consultation associated with this report can be found within **Essential Reference Paper 'A'**.

Background Papers

- Stansted Airport Draft Sustainable Development Plan, September 2014: <http://www.stanstedairport.com/developmentplan>.
- Airports Commission: Airport Level Passenger Forecasts 2011 to 2050, January 2014:
<https://www.gov.uk/government/publications/airports-commission-airport-level-passenger-forecasts-2011-to-2050>
- Airports Commission Interim Report, December 2013:
<https://www.gov.uk/government/publications/airports-commission-interim-report>
- Aviation Policy Framework, DfT, March 2013:
<https://www.gov.uk/government/publications/aviation-policy-framework>

Contact Member: Cllr Mike Carver – Executive Member for Strategic Planning and Transport
mike.carver@eastherts.gov.uk

Contact Officer: Kevin Steptoe – Head of Planning and Building
Control
01992 531407
kevin.steptoe@eastherts.gov.uk

Report Author: Kay Mead – Senior Planning Policy Officer
kay.mead@eastherts.gov.uk

ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):	<p>People – Fair and accessible services for those that use them and opportunities for everyone to contribute</p> <p>This priority focuses on delivering strong services and seeking to enhance the quality of life, health and wellbeing, particularly for those who are vulnerable.</p> <p>Prosperity – Improving the economic and social opportunities available to our communities</p> <p>This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic opportunities and delivering cost effective services.</p>
Consultation:	None – this report responds to a public consultation by Stansted Airport.
Legal:	None.
Financial:	There are no direct financial implications at this stage.
Human Resource:	None.
Risk Management:	Not responding to the consultation could mean that EHC's views are not taken into account in the finalisation of the SDP.
Health and wellbeing – issues and impacts:	Inappropriate airport development could cause negative health and wellbeing impacts on affected residents.

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2014 | SUSTAINABLE DEVELOPMENT PLAN SUMMARY



FOREWORD by Andrew Harrison – Managing Director

Stansted is a great airport, with strong traditions and a really bright future. Our airport sits at the heart of the London-Stansted-Cambridge corridor, one of the most exciting economic regions in the world – generating over £160 billion for the UK economy. We will also have an important part to play in supporting London’s continued growth to the east, providing airport capacity and employment opportunities to help drive this development.



We have ambitious plans for Stansted, and following M.A.G’s acquisition of the airport just over a year ago we have set our sights on making it the best airport in London. We’ve made good progress already, with traffic growing again for the first time in seven years. Over the years ahead, a reinvigorated Stansted will be one of the fastest growing airports in the UK, and with our existing runway we can more than double the number of passengers we are serving today.

The airport’s potential for growth will be of enormous value to the UK as it strives to develop its international connectivity to support increased trade and investment. The Government appointed the Airports Commission in 2012 to advise it on how to maintain the UK’s leading position in the global aviation market. The Commission’s Interim Report, published in December 2013, recognised the importance of Stansted’s role in providing new capacity to meet increased demand for air travel, particularly as London’s other airports become ever more constrained.

The Commission’s Final Report, due in 2015, will recommend to Government what steps should be taken to ensure that existing airport capacity makes the biggest possible contribution to meeting demand. To help the Commission address these issues in relation to Stansted, we have prepared this draft Sustainable Development

Plan (SDP), setting out how Stansted will grow to the capacity of its existing single runway, along with an assessment of the associated benefits and impacts.

This plan provides a framework for sustainable growth of the airport on its single runway. So it does not just concern itself with capacity and land use, it also sets out how we will support economic growth in the region; how we will improve our transport links and how we will manage the impacts of a growing airport and bring positive benefits to local communities.

The Airports Commission has identified Stansted as an important long term option for new runway capacity. This reflects the long term economic potential of Stansted’s catchment, and the continuing increase in the desire to travel. At the appropriate time, the case for new runway capacity will need to be considered by all stakeholders, but these issues are not addressed as part of this document.

We are committed to working closely and openly with local people and our other stakeholders. This consultation is part of that on-going dialogue. This Sustainable Development Plan has been written for everybody with an interest in the airport, not just those with technical expertise in airport planning. We have also divided the different topics into four more detailed documents; making it more accessible and easier to see our approach. Our aim is to encourage comment and stimulate discussion on the key issues. I hope that you will read the documents with interest, and I would encourage you to share your views with us during the consultation to help us shape our ideas and prepare the final version of the plan.

ANDREW HARRISON
Managing Director, Stansted Airport



INTRODUCTION

M.A.G acquired Stansted at the end of February 2013 with a clear vision for the future. Stansted is a superb, modern airport with room to grow and the best on-time performance of any major airport in the UK. We were confident that we could build on these strengths by improving customer service and attracting new airlines and passengers, and by doing so, make Stansted the best airport in London, measured in terms of customer service and value to airlines.



Our strategy for Stansted is based on four key principles:

- Building on positive airline relationships
- World class facilities and service
- Improving our competitive position
- Taking a long term view

We knew that we needed to move quickly to make Stansted strong and competitive and to start delivering benefits for airlines, passengers and the local community as quickly as possible. Since February 2013, we have made good progress in implementing our plan, including:

- reversal of the long-term decline in Stansted's traffic that started back in 2008;
- agreement of new long term growth deals with airlines;
- completion of the first phase of an £80 million plan to transform the terminal;
- creation of new partnerships locally and nationally to develop a shared vision for the airport and the region;
- buy-in from our service partners; and
- setting the agenda for delivering significant improvements to our rail services.

These are just the beginning of our plans. We are confident that our approach to operating and developing Stansted, based on delivering excellent customer service and value to airlines, will succeed in a market where airports across the UK and Europe are competing to attract new business. We will build on our experience and relationships to attract new airlines and develop profitable new routes, and we will work with long-haul carriers, full service carriers and our existing low cost airlines to secure growth.

Despite strong and growing demand for air travel from our region, the majority of passengers from our current catchment have had to travel to other airports for the services they need. Looking forward, we are aiming to attract a greater share of passengers from central London, from key marginal areas around London, and from our own local catchment area where there is significant scope to improve the range of services that Stansted offers.

THE OPPORTUNITY FOR GROWTH AT STANSTED

From 2007, Stansted's throughput fell from 23.7 million passengers per annum (mppa) to 17.4mppa in 2012. This decline was driven by a number of factors including the recession, protracted uncertainty over the airport's ownership, disputes between BAA and major airlines and stronger competition from other airports. This has left Stansted with significant spare capacity and in a unique position among London airports. Thus it is well positioned to make a significant contribution to meeting growth in passenger demand in London and the South East over the next 15 years.



PLANNING FOR THE FUTURE

In September 2012, the Government established the Airports Commission, led by Sir Howard Davies, to make recommendations on the steps needed to maintain the UK's global hub status. The Commission published its Interim Report in December 2013, setting out amongst other things a series of recommendations on short and medium term measures to optimise the use of existing airport capacity. The Commission recognised the important contribution that Stansted was likely to play in meeting demand in the period before any new runway capacity could be delivered.

The Commission is due to publish its Final Report to Government in 2015. The Final Report is likely to contain further recommendations to Government on the steps that should be taken to ensure that existing airport capacity makes the biggest possible contribution to meeting demand. We are keen to ensure that the Commission's recommendations are informed by up-to-date assessments of the capacity of Stansted's single runway.

To assist the Commission, this draft Sustainable Development Plan (SDP) sets out how Stansted can grow to the capacity of its existing single runway, along with an assessment of the benefits and impacts of using that capacity.

Looking further ahead, we recognise the value that local communities and stakeholders attach to having a clear view of our long term plans. Over the long term, sustained growth

in economic activity in Stansted's catchment will generate a substantial increase in demand for air travel. Stansted represents a significant asset in this respect because its single runway has considerable spare capacity to accommodate additional demand. The Airports Commission has identified Stansted as an important long term option for additional runway capacity. At the appropriate time, Government policy will need to consider the case for the development of additional runway capacity.

This document is focused solely on the development of Stansted up to the capacity of its existing runway. It does not address issues relating to the development of additional runway capacity. It does provide a framework for Stansted's sustainable growth by identifying M.A.G's approach to community engagement and managing the airport's impacts. Our guiding principles in preparing the draft SDP have been to:

- support Stansted in becoming the best London airport;
- proactively plan for growth to make best use of existing capacity;
- support prosperity and economic growth in the region;
- actively manage and contain environmental impacts;
- be active and supportive partners in the local community; and
- maintain Stansted's position as the best in the UK for public transport.

STANSTED AIRPORT

Stansted is London's third largest airport, handling over 18mppa. The airport serves around 150 destinations across 30 countries, providing London and the East of England with international connectivity, predominantly to short haul European and North African destinations. Stansted is firmly positioned as a market leader for low-cost short haul travel.



We have been recognised globally as the World's Best Low-Cost Airport in the SKYTRAX World Airport Awards for the last four years.

The airport is a key international gateway for the UK and it is the busiest point of entry for non-UK residents arriving by air. More than two-thirds of passengers using Stansted are foreign nationals either on business, visiting friends and family or on holiday in the UK. Stansted is also located at the centre of a thriving economic corridor, positioned between London and Cambridge, amongst clusters of high growth industries and surrounded by growing population centres.

The airport has the highest volume of dedicated freighter traffic among the London airports: over 200,000 tonnes of cargo were transported through the airport in 2013 which helped connect the economy of London and the region with the global marketplace.

We have the ability to grow the use of our single runway through more efficient utilisation of runway slot capacity across the day and throughout the year. We have planning permission to grow to 35mppa and 243,500 passenger air transport movements and 20,500 cargo air transport movements per annum.

In the next ten years, we forecast that the airport will be approaching its current planning cap of 35mppa. This level of throughput can be accommodated with our existing infrastructure or new infrastructure for which we already have planning permission. Beyond that, we estimate that the airport could grow to handle in the region of 40-45mppa within the current boundaries and physical constraints, as a result of improvements to the way in which we operate and use our facilities. The exact capacity will be a product of our route network, aircraft size, the spread of traffic through the day and year and the capacity drivers described in our Land Use Plan.

There is also potential for the cargo capacity at the airport to increase, potentially doubling the current throughput of cargo on dedicated aircraft to around 400,000 tonnes per annum.

This draft SDP sets out how we intend to develop Stansted so that it operates in the most efficient way to achieve its full single runway capability. We also set out the assumptions on Stansted's market potential and the air traffic forecasts we have used for the purposes of guiding the development of the SDP. These provide an appropriate reference point for assessing development requirements and the consequences of growth rather than a firm guide to the future rate of growth at Stansted. The draft SDP also sets out our analysis of the effects on local people, on the environment, and the need for new facilities associated with full use of the runway.

ECONOMY AND SURFACE ACCESS

Stansted Airport is an important catalyst for growth and productivity in the East of England and North and East London. Our aim is to maximise our economic contribution, and maintain a fair and sustainable relationship with our supply chain and business partners.



Stansted already makes a significant contribution to the economic vitality of the East of England region and its wider catchment. As the airport grows towards the full use of the single runway, the scale of this contribution will grow significantly, not only in terms of the direct value of the economic activity at and around the airport, but also through the wider economic benefits associated with improved international connectivity. In this way, Stansted can play a key role in supporting the growth and development of the regional economy, helping attract investment and sustain employment.

Stansted is the largest single-site employer in the East of England, employing over 10,000 people across 190 companies on site. This highlights its importance to the regional economy; and to Essex in particular where over half of the people working at the airport live. Stansted generates around £770 million in GVA, of which a substantial proportion is derived directly from activities associated with aviation and air transport. Other important sectors include construction, retail and hospitality, services and 'other' transport activities.

We project that the growth of Stansted to 35mppa (the current planning cap) by 2025 would be worth £1.7 billion to the UK economy in present value terms, through the impact at Stansted alone, compared to business as usual. Beyond that, further growth of the airport up to 45mppa by 2030¹ would be worth £4.6 billion to the UK economy and generate an extra 10,000 jobs.

We take a responsible and a considerate attitude to being an integral part of the communities we serve and we also take pride in making a positive contribution to regional prosperity and economic development.

We have put in place a proactive education and employment programme that is designed to create more opportunities for local people and support the education and aspirations of the airport's future workforce. The Stansted Airport Employment and Skills Academy opened in March 2008 and helps those looking for employment at the airport.

A well connected airport improves the economic attractiveness of the region as a place to live, work and do business. M.A.G is committed to ensuring that Stansted is effectively marketed to passengers and airlines, so that the airport's potential is maximised. We will work in partnership with the local Chambers of Commerce and the small-medium enterprise community to foster long term economic growth and inward investment in the region. In turn, this will generate wider benefits for the local and regional economies.

¹45mppa used for assessment purposes. Single runway capacity lies between 40 and 45mppa.

ECONOMY AND SURFACE ACCESS



Enhanced connectivity to Stansted will be a key factor in driving economic regeneration and productivity in some local areas around the airport. Employment opportunities at the airport are important for regeneration areas such as those south and east of the airport, particularly along the Upper Lea Valley.

We will work in partnership with local authorities and Local Enterprise Partnerships (LEPs), as well as regional bodies such as the London-Stansted-Cambridge Consortium and Haven Gateway Partnership, to attract funding for infrastructure to drive growth and job creation into the East of England. Our partnership with the business community will help attract inward investment to the region. We will focus especially on attracting long haul and full service airlines to Stansted to provide direct services to the Middle East and USA, as well as connectivity to other long haul destinations.



SURFACE ACCESS

Stansted Airport is a leading UK airport for public transport use and is a pioneer in developing sustainable employee travel. The skill, imagination and innovative approach applied to developing public transport accessibility have been recognised by a series of awards at international, European and national level.



We are committed to building on this platform to deliver high quality and reliable transport infrastructure with sustainable travel choices for both passengers and employees. Improved access is a key element in our plans to attract more airlines and passengers and to bring economic benefits to the area. It is also central to giving companies based at the airport access to the widest possible pool of labour and to ensure that local residents have access to jobs.

Our previous Surface Access Plan in 2011 set the following targets for the period to 2015:

- To achieve and sustain a 43% use by air passengers of public transport by the time the airport reaches 35mppa; and
- To achieve and sustain a target of not more than 70% of all employees who drive to work alone by the time the airport reaches 35mppa.

Data for 2013 shows that we have outperformed the targets set in 2010.

Through a collaborative approach, led by the airport's Transport Forum, Stansted has been highly successful in expanding its rail, coach and bus services over the last decade. It is among the best performing airports in the UK and Europe for the percentage of trips by public transport. The latest CAA survey (2013) confirms the continuing increase in the use of public transport by air passengers, with 51% using bus, coach and rail services.

As passenger numbers increase, we will work to ensure there is a commensurate increase in public transport use. To achieve this, we will focus on a number of key issues:

- the increasing levels of congestion on the strategic road network around the airport; which have the potential to impact on the journey time and reliability of coach services, especially to London;
- the need to enhance the quality of rail access to Stansted from London, Cambridge and other key markets, particularly in terms of journey times and value for money, to maximise the potential of rail to meet the needs of passengers and staff; and
- the need to encourage more passengers from our local catchment area to use public transport; where current coach and rail services either don't exist or are limited in scope and frequency.

Specifically, we will maintain at least 50% modal share of public transport to the end of 2019; look to grow rail modal share from 22% to 25% by the end of 2019; and reduce single car occupancy for staff travel to no more than 65% by end of 2019.

We will make the best and most efficient use of our land; providing a safe, efficient and commercial operation to allow our business and those of our tenants and partners to develop and grow.



International airports are large and complex sites, with a wide range of buildings and facilities to meet the needs of passengers, airlines and service providers. Stansted benefits from being an extensive, modern and well planned airport. It was originally designed to accommodate steady and progressive development. This means much of the core infrastructure is already in place – a runway, terminal, cargo centre and road and rail system. Supporting facilities, such as maintenance hangars, hotels and car parks have been developed as the airport has grown.

The draft Land Use Plan identifies the land, uses and facilities required to support the airport up to the capacity of its single runway, which we assess to be between 40 and 45 million passengers a year. Our current planning permissions limit our growth to 35 million passengers. We believe the additional throughput can be handled within the constraints and limits of our planning permission and without major new facilities. Importantly, our development requirements can be met within the existing airport boundary and in line with planning policies for the region.

These factors make Stansted unique among the major South East airports. Our current site has the capability to handle a doubling of traffic. By comparison, Heathrow and Gatwick are virtually full, and have limited scope to grow without new runways and terminals.

The basic layout of the site will remain as it is today. Within each land use zone we expect to see change, investment and improvement as the needs of passengers and service partners continue to evolve and new opportunities arise. At the same time, we will manage and contain our environmental impact – ensuring that we retain the strong landscape setting that helps mitigate impacts on local communities.

Our runway and airfield are modern and fully capable of handling all types of aircraft. Minor additions to the taxiway system may be needed in order to achieve maximum runway capacity. Space has been reserved to add additional aircraft stands – both for passenger aircraft (adjacent to the terminal and served by new piers) and for cargo aircraft (around an extended freight terminal).

We are currently spending £80 million transforming the passenger terminal. A new, larger security area has now opened and the new airside departure lounge will be completed by 2015. This will provide additional capacity and a much improved passenger experience. The terminal is designed in a modular form; with space reserved to add one or two bays to the east and west.

The terminal area is the most intensively used part of the site, containing our major transport facilities (bus, coach and rail station) and short stay car parking. Additional office and hotel accommodation is planned for this area, within easy reach of the terminal and public transport.

LAND USE



Away from the terminal area, there is room to expand the existing maintenance, cargo and support activities (e.g. car hire and roadside facilities). On the north side of the runway is where the airport originally developed. This is an area ripe for change and in need of investment and redevelopment; with an inefficient layout and some old and out-dated buildings and facilities. It will remain home to our modern general aviation facilities and some essential operational uses. However, as proposed in the draft Uttlesford Local Plan, there are around 18 hectares of land that can be used to meet economic and employment needs in the wider area. We are preparing a more detailed master plan for this area.

We expect our long stay car parking areas to remain in their current location – around Southgate and off Bury Lodge Lane. We will need to increase the capacity on site; in line with our transport strategy of providing enough space on site to meet demand and reducing the amount of ‘kiss and fly’ and taxi use. These generate a higher number of road trips than either public transport use or parking on site.



ENVIRONMENT

We recognise the operation and development of our airport has environmental impacts ranging from a global level to those experienced more locally in relation to aircraft noise, local air quality and landscape. M.A.G places great emphasis on reducing our impact on the environment and balancing our operations as a commercial airport operator.



Successful environmental management incorporates every area, so as well as reducing carbon emissions and noise impacts, we also work hard to manage and control our impacts relating to water, waste, ecology and land use.

In order to achieve this, we will:

- develop and grow our business in a managed and sustainable manner optimising the economic and social benefits of the airport, whilst limiting the impact on the environment;
- work across all business areas to engage the combined skills and energy of all our employees;
- facilitate a constructive and open dialogue with all stakeholders, including local communities;
- maintain an environmental management system that targets key areas and audits and monitors performance in a challenging and critical way; and
- comply with the requirements of environmental legislation and other requirements at all times and to prevent pollution and reduce our contribution to climate change.

To manage the impact of climate change we will aim to make our airport operations carbon neutral. To achieve this we are working together with our on-airport business partners to reduce the airport's energy consumption. We will prioritise and increase our take-up of renewable fuels as part of our drive to reduce the airport's carbon emissions.

Air quality continues to be an important issue for communities around airports. Our analysis shows that air quality standards will be met in the areas around the airport as it grows to the full use of the runway. We will continue to take measures to minimise emissions that impact on local air quality and also ensure that concentrations of pollutants continue to be below the relevant national thresholds. To help reduce emissions we are improving air quality assessment and monitoring, influencing airlines to cut emissions from aircraft, and reducing emissions generated by ground vehicles.

For those living closest to the airport and its flight paths, aircraft noise can be intrusive and disruptive. Our analysis shows that noise impacts will remain well below the limits previously established as part of the planning permission for Stansted to grow to 35mppa. We will work with partners including community groups, airlines, air traffic control and Government to seek to understand and minimise the impact of all aspects of noise and drive forward change where possible. Our aim and commitment is to manage, and reduce where possible, the number of people affected by noise as a result of our operations.

ENVIRONMENT



We manage waste in accordance with the principles of the waste hierarchy, which is to reduce waste generation, re-use, recycle, recovery, and then, as a last resort, to dispose of waste to landfill. We have set ambitious targets of sending zero waste to landfill and recycling 70% of waste by 2020.

We are committed to improving our water efficiency and preventing pollution and will continue to look for opportunities to reduce our water use and to encourage other on-site companies to do the same.

The airport is surrounded by a number of ecologically diverse habitats including the medieval Hatfield Forest. Within the constraints imposed by the normal operation of the airport, we promote the development of rich and varied habitats, seeking to integrate the airport within its rural setting and promoting access to the airport site.



COMMUNITY

By building enduring relationships with our local communities, we will seek to understand the issues that are important to them, to understand how our operations affect them and to use our combined skills and resources to work together for our mutual benefit.



M.A.G recognises that airport operations have both positive and negative impacts on the communities around the airport. The draft Community Plan sets out where we propose to focus our engagement with local communities so that we contribute to the social and economic well-being of those living around Stansted. As part of the plan we will continue our proactive approach to working with our neighbours so that we can better understand their needs and their concerns. Following discussions with key stakeholders, we have highlighted five priority areas for our community plan:

- Education and employment
- Investing in the community
- Community and local business engagement
- Employee engagement
- Managing local impacts

Engaging with young people, particularly those living in areas close to the airport, is a vital part of our work. We want to encourage and inspire young people to think about what the airport does, why it does it, and the career opportunities that are available to them now and in the future. With this in mind we propose to create a new education centre, designed to provide a flexible and inspirational learning environment for children and young adults.

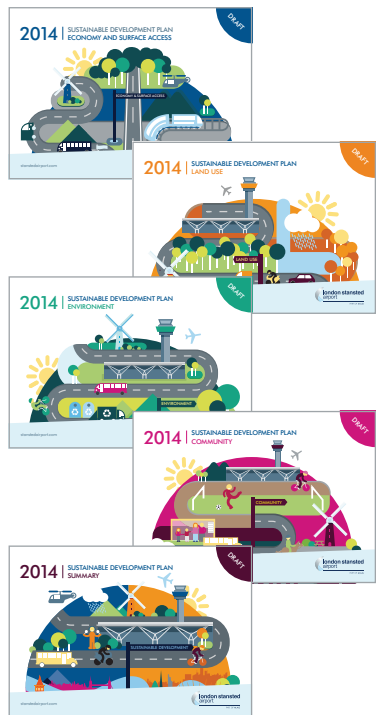
We also plan to develop further our work experience programme and improve the on-site Employment and Skills Academy to be an even more valuable resource to help young jobseekers into employment.

Community and business engagement is also vital to the success of the airport. As Stansted grows, we commit to increasing our outreach in the local community through regular information events and employee volunteering, while at the same time ensuring we play an active role in supporting the businesses community to grow and flourish.

Finally, we recognise the importance of managing our impacts on the community. Stansted is the third biggest airport in London and aircraft noise is a significant concern for our neighbours. To help mitigate some of those concerns we propose a wide ranging review of our sound insulation schemes while at the same time ensuring we have a robust complaints procedure in place.

CONCLUSION

The purpose of this draft SDP is to set out our provisional view on how Stansted will develop to the capacity of its single runway, which we believe is in the range of 40-45mppa. This information will help inform the Airports Commission's consideration of the implications of Stansted's growth to the capacity of the single runway.



Stansted has planning permission to grow to a passenger throughput of 35mppa. As part of this permission, there is a package of commitments relating to the airport's impacts, including aircraft noise, air quality and surface access. M.A.G remains committed to honouring these conditions.

We recognise that growing to the capacity of the runway represents a significant increase in throughput compared with the current level of 18mppa. We see the value in providing local communities and other stakeholders with a clear view of what this level of growth will entail, in terms of airport infrastructure, environmental and economic impacts, surface access requirements and community engagement.

The analysis contained in this draft Plan shows how growth to the capacity of the single runway can be contained within the current, well defined airport boundaries by making better use of our existing core infrastructure. Importantly, our analysis shows that growth up to the full capacity of the runway can also be contained within the existing environmental limits agreed as part of the 35mppa planning permission. For example, modelling of future noise impacts shows that growth up to the full use of the runway can be accommodated within the existing contour cap.

Our draft Plan also shows how the road infrastructure and rail services serving the airport would need to develop to support the airport's growth to the capacity of its runway. The SDP sets out how the value of Stansted's economic contribution will rise, and its increasingly important role in the successful delivery of local and regional economy growth objectives. We have also set out how we propose to develop our engagement with the local community to ensure the benefits of growth are felt by those living around the airport.

The existing planning permission continues to provide the appropriate framework for Stansted's growth to 35mppa, and there is no immediate need for us to seek a lifting of the current planning cap to enable growth beyond that level. At the appropriate time, we would need to amend that cap to enable us to make maximum use of the capacity provided by the existing runway. As part of the consultation process we would like to hear stakeholder views on the appropriate timing for addressing this issue to see if there is consensus on the most appropriate way forward.

Throughout the consultation period we will be giving those with an interest in Stansted's future an opportunity to talk to us, discuss the issues set out in this draft and share their views. Towards the end of this year, we intend to produce a final version of this Plan which will take account of the views we receive and provide a clear view of how we plan to make use of Stansted's existing capacity.

OUR CONSULTATION PROCESS

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CONSULTATION PROCESS AND HOW TO CONTACT US



The draft Sustainable Development Plan is an important document for us. It helps set out what M.A.G's aspirations are for development to the full capacity of the single runway at Stansted. There are many stakeholders who have an interest in the airport and the views and comments from Government, Local Authorities, neighbours, the business community and customers are an important part of the planning process. The airport is committed to being open in sharing this vision for Stansted Airport and the local area. The plan looks to where possible, reflect local views and ideas.

Neighbours, stakeholders and a wide range of organisations in the region are to be consulted to obtain their views. This will include public events, informal and formal briefings. The draft Sustainable Development Plan documents will be made widely available.

In each of the four topic Plans are some specific questions relating to that topic. But we also want to hear views more generally on our approach, the issues and the various targets and policies we propose.

The closing date for comments is Friday 7th November 2014. After that, we will carefully consider all the comments we receive. We expect to publish a final version of the Plan in late 2014.

HOW TO CONTACT US

To obtain copies of the draft Sustainable Development Plan:

Visit: stanstedairport.com/developmentplan

Write: **London Stansted Airport Ltd**
Enterprise House
Bassingbourn Road
Stansted Airport
ESSEX
CM24 1QW

email: developmentplan@stanstedairport.com



EAST HERTS COUNCIL

EXECUTIVE - 4 NOVEMBER 2014

REPORT BY EXECUTIVE MEMBER FOR STRATEGIC PLANNING AND TRANSPORT

CONSERVATION RESOURCES

WARD(S) AFFECTED: All

Purpose/Summary of Report

- To enable consideration to be given to the level of resources available and necessary to support the delivery of improvement works identified through Conservation Area Assessments

<u>RECOMMENDATION FOR EXECUTIVE: That:</u>	
(A)	additional resources in the Conservation service area as outlined in the report submitted, be approved.

1.0 Background

1.1 Members have considered a number of Conservation Area Appraisal reports over the course of the last year. In each report a number of actions that could be taken to secure improvements to the areas are identified.

1.2 In order to secure these improvements, additional resources are required. Executive Members asked that consideration be given to the form that this could take and a report be brought back to it.

2.0 Report

2.1 Most of the improvements identified in the Appraisal report will require the coordinated action of a number of parties. Examples of the type of improvement identified include tidying of land, replacement fencing, repairs to walls, windows and roofs and the removal or replacement of infrastructure such as signage,

equipment cabinets etc. Often there will be the requirement for a landowner, local parish and town Council, land management organisation, different service areas of East Herts Council and infrastructure provider to be in agreement with regard to the action to be taken. Resources will need to be identified for the action – not necessarily those of the District Council, and a programme of work identified, implemented and delivered.

- 2.2 At present, there is one Conservation and Urban Design post. Currently vacant, but it would be expected that the postholder would be experienced and knowledgeable, would support the bulk of the Councils reactive work dealing with development proposals and would lead on Urban Design advice. The Council also has a Conservation Assistant post, usually occupied by a recently qualified graduate, supporting the work of the Conservation and Urban Design Officer, but with their own developmental caseload.
- 2.3 It is suggested that, to support the additional implementation work now identified and further post is required (probably of a time limited nature). The pitch of the post would be an Officer of some experience, able to establish and deliver a proactive programme of work, understand that potential blockages to that programme and with the necessary experience to explore the avenues available to ensure delivery.
- 2.4 A job description would be required, but it is anticipated that a post at grade 7/8 is required. As indicated, this could be time limited. A 2 year minimum is suggested.
- 2.5 Costs over the 2 years will be met from the “Priority spend” budget which Members will be aware has been established using 25% of the Council’s annual New Homes Bonus funding stream.

3.0 Implications/Consultations

- 3.1 Information on any corporate issues and consultation associated with this report can be found within **Essential Reference Paper ‘A’**.

Background Papers

None

Contact Member: Cllr Mike Carver – Executive Member for Strategic Planning and Transport
mike.carver@eastherts.gov.uk

Contact Officer:

Kevin Steptoe

Contact Tel No 1407

kevin.steptoe@eastherts.gov.uk

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ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives	<p>Place – Safe and Clean</p> <p>This priority focuses on sustainability, the built environment and ensuring our towns and villages are safe and clean.</p> <p>Prosperity – Improving the economic and social opportunities available to our communities</p> <p>This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic opportunities and delivering cost effective services.</p>
Consultation:	No consultation prior to this report
Legal:	No legal requirements
Financial:	<p>The proposal in this report would result in a potential additional salary cost of approx. £42,000 per annum for 2 years, total £82,000. This is based on a full time grade 8 post. Costs would be less if job evaluation identifies the post as grade 7 and if less than full time resources are engaged.</p> <p>Costs will be met from the Council's "priority spend" budget.</p>
Human Resource:	Creation of an additional time limited post.
Risk Management:	In the absence of additional resources there is a risk that improvement works will not be implemented.
Health and wellbeing – issues and impacts:	The improvement works are likely to be beneficial in health and wellbeing terms – if minimal.

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EAST HERTS COUNCIL

EXECUTIVE - 4 NOVEMBER 2014

REPORT BY EXECUTIVE MEMBER FOR STRATEGIC PLANNING AND TRANSPORT

TEWIN CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN

WARD(S) AFFECTED: HERTFORD RURAL SOUTH

Purpose/Summary of Report

- To enable Members to consider the Tewin Conservation Area Appraisal following public consultation.

<u>RECOMMENDATIONS FOR EXECUTIVE:</u> That	
(A)	the responses to the public consultation be noted and the Officer responses and proposed changes to the Tewin Conservation Area Appraisal be supported;
(B)	authority be delegated to the Head of Planning and Building Control, in consultation with the Executive Member for Strategic Planning and Transport, to make any further minor and consequential changes to the Appraisal which may be necessary; and
(C)	the Tewin Conservation Area Appraisal be supported for adoption;
<u>RECOMMENDATIONS FOR COUNCIL:</u> That:	
(A)	the responses to the public consultation be noted and the Officer responses and proposed changes to the Tewin Conservation Area Appraisal be agreed; and
(B)	the Tewin Conservation Area Appraisal be adopted.

1.0 Background.

- 1.1 East Herts has a rich environmental heritage which includes 42 Conservation Areas. The East Herts Local Plan commits the Council to review its Conservation Areas, a requirement which is also set out in national legislation.
- 1.2 The review of Tewin's Conservation Area is the one in a series of reviews undertaken in 2013/2014. These reviews can now be presented for Members consideration. In each case a report will be presented when a public consultation exercise has been undertaken in relation to each individual settlement.
- 1.3 Each document identifies the special character of the respective Conservation Area together with the elements that should be retained or enhanced and those which detract from the identified character. Existing boundaries will be reviewed and, where appropriate, practical enhancement proposals will be suggested.
- 1.4 Once Members have considered each Appraisal, and the document has been adopted by the Council, they will become a 'material consideration' in the process of determining planning applications.

2.0 Tewin Conservation Area Appraisal

- 2.1 Tewin's Conservation Area was designated in 1981. The Tewin Conservation Area Appraisal was completed in 2014. There was a period of public consultation from July until August 2014. A public meeting was held on 14 July 2014 at which about 35 members of the public were in attendance. Responses were received from the Parish Council and from 8 others and other points were raised at the public meeting. The headline issues are set out in the following paragraphs:
- 2.2 General content of Appraisal: The Appraisal sets out a revision to the Conservation Area boundary to (a) Extending the boundary to include the curtilage of The Old Hay Barn. The current boundary does not reflect boundaries on the ground and subsequent development and (b) Exclude land to the east of 24a Hertford Road. The existing boundary does not reflect physical boundaries on the ground as it currently cuts through a large field. It identifies the key environmental features and the manner in which they can be controlled. In relation to Tewin the most relevant ones are: Listed Buildings including structures in their curtilages; non listed

buildings of quality worthy of protection; other unlisted distinctive features worthy of protection and important open land and spaces.

- 2.3 *Listed buildings and structures in their curtilages:* These are protected by legislation and have been identified in the Appraisal. Some are in a poor condition and these have also been identified in the Council's recently updated Buildings at Risk Register. It is considered important their condition improves. Potentially this could occur through the planning process or possibly from grant assistance. Officers will approach owners as Members agreed when considering the Buildings at Risk Register in March 2013.
- 2.4 *Non listed buildings of quality worthy of protection:* A small number have been identified that make a positive contribution to the Conservation Area and these should be retained through the planning process.
- 2.5 *Other unlisted distinctive features worthy of protection:* A number have been identified and include chimneys and windows. These are important to the character and appearance of Tewin.. Protection could formally be achieved through the introduction of an Article 4 Direction. Prior to considering such a course of action, the Council will seek to establish ownership and discuss the matter further with respective owners.
- 2.6 *Important open land and spaces:* The Appraisal has identified a number of such important open spaces that materially contribute to the character or appearance of the Conservation Area that should be protected through the planning process.
- 2.7 *Enhancement proposals to deal with detracting elements:* The appraisal has identified discordant signage and uncharacteristic fencing as being the elements which detracts. It is accepted that such improvements will often only be carried out with the co-operation of owners and other local bodies and organisations. However the District Council may have a role to play in some instances, for example by offering technical advice; by determining applications and where appropriate offering grant assistance.

3.0 Consultation Feedback

- 3.1 The Parish Council responded to the consultation, commenting on the proposed boundary changes, an area of land identified as an

important open space and the use of the Tewin Conservation Area Character Statement from 1995.

- 3.2 Other comments received through the consultation process are set out in the table included as **Essential Reference Paper B** arranged in the subject order set out above.
- 3.3 **Essential Reference Paper C** is a copy of the Tewin Conservation Appraisal and Management Plan as it appeared at the consultation draft stage with track changes to show how the final document will appear.
- 3.4 In summary it is recommended that the Tewin Conservation Area Appraisal and Management Plan be adopted and be used in the process of determining planning applications.
- 4.0 Implications/Consultations
- 4.1 Information on any corporate issues and consultation associated with this report can be found within **Essential Reference Paper A**.

Background Papers

None

Contact Member: Cllr Mike Carver – Executive member for Strategic Planning and Transport
mike.carver@eastherts.gov.uk

Contact Officer: Kevin Steptoe – Head of Planning and Building Control
kevin.steptoe@eastherts.gov.uk

ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives	<p>Place This priority focuses on sustainability, the built environment and ensuring our towns and villages are safe and clean.</p> <p>Prosperity This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic opportunities and delivering cost effective services.</p>
Consultation:	<i>Community consultation has been undertaken as set out in the report</i>
Legal:	<i>Preparation of the Appraisal fulfils statutory requirements.</i>
Financial:	<p><i>Costs associated with the preparation of the Appraisal are met from within existing staffing and operational budgets.</i></p> <p><i>The Appraisal suggests works and actions which could be undertaken to enhance the character and appearance of the conservation Area and remove detracting elements. The Council is not committed to undertaking these further actions. There will be potential revenue and capital costs associated with doing so – which can be further assessed on reaching a decision whether to undertake further action.</i></p>
Human Resource:	<i>No additional staffing implications</i>
Risk Management:	<i>No significant risk issues</i>

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Essential Reference Paper B

Issue	Representations made	Officer comment
<p>Changes to the Conservation Area Boundary.</p>	<p>The Parish Council and other respondents have raised concerns with the exclusion of the land to the east of 24a Hertford Road due to the important hedgerow along the boundary and the apprehension that this amendment will allow the land to the south to be developed upon.</p>	<p>The concerns regarding the proposed boundary changes have been addressed in turn:</p> <p>Firstly, the hedge to the south of the road is being retained within the conservation area, with the boundary being drawn between the hedge and the field line.</p> <p>Secondly, it is a common misconception that Conservation Area designation provides general protection against development. Removing this section of land will not enhance the possibility of future development.</p> <p>Officers remain of the view that the land identified for exclusion does not reflect physical boundaries on the</p>

		ground and is not considered to be an 'area of special architectural or historic interest' and as part of the required review process should properly be excluded from the Conservation Area
Important open land and spaces	<p>The Parish Council note that the 'small area of mixed woodland' (6.30) no longer exists as planning permission has been granted on the land.</p> <p>One respondent notes that their rear garden was identified as an important open space. They raised concern as this land is not accessible to the public.</p>	<p>At the time the appraisal was carried out the area of woodland remained and therefore the document is true of the time it was written.</p> <p>Due to the location of this piece of the land the Officer was unable to view it in its entirety, hence the identification. The maps have been amended to address this.</p>
Enhancement proposals to deal with detracting elements.	One respondent notes that a small part of Lower Green is cordoned off with temporary poles and plastic and this should be noted as a detracting element.	The Officer noted this cordon during the appraisal, however as it appeared to be temporary they were of the opinion that it should not form part of a management plan.
Other minor points	<p>The Parish Council noted some typing errors in the document.</p> <p>The Parish Council notes that the Tewin Conservation Area Statement 1995 has not</p>	<p>These have been corrected.</p> <p>This document has not been mentioned directly but it has been</p>

	<p>been mentioned. Additionally the existing boundary differs from the 1995 boundary as shown in the document.</p> <p>One respondent provided a historical reference in relation to Tewin Memorial Hall.</p>	<p>used as a reference guide for this appraisal. The existing boundary used in this appraisal has been taken from GIS mapping.</p> <p>This has been included within the document; 'A local source notes that the Halls architect, Sir Herbert Baker, is one of only four architects buried in Westminster Abbey.'</p>
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TEWIN CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN

DRAFT FOR CONSULTATION

2014



Website: www.eastherts.gov.uk
E-mail: caappraisal@eastherts.gov.uk
Phone: 01992 531590

East Herts District Council
Pegs Lane, Hertford, SG13 8EQ

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TEWIN CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN

DRAFT FOR CONSULTATION

2013

This Appraisal has been produced by Officers of East Hertfordshire District Council to assess the current condition of the Tewin Conservation Area, to identify where improvements can be made and to advise of any boundary changes that are appropriate. The document is in draft form and will be subject to public consultation and agreement by District Council Members.

1. Introduction

1.1. The historic environment cannot be replaced and is a resource that is both fragile and finite. Particularly in an age when society and its needs change with rapidity, the various historic and architectural elements of Conservation Areas can be perceived to interact in a complex manner and create a 'unique sense of place' that is appreciated by those lucky enough to reside in such special places and by the many interested persons who appreciate and visit them.

1.2. East Hertfordshire District has a particularly rich and vibrant built heritage, featuring 42 Conservation Areas and approximately 4,000 fine listed buildings displaying a variety of styles representative of the best of architectural and historic designs from many centuries. Generally and very importantly the clear distinction between built form and open countryside has been maintained.

1.3. The District is situated in an economically buoyant region where an attractive environment, employment opportunities and excellent transport links, road rail and air, make it a popular destination to live and work. In addition to London a short commuting distance away, the District is influenced by other factors beyond its administrative area, such as Stanstead Airport and the towns of Harlow and Stevenage. With such dynamics it is inevitable that

the historic environment will be subject to pressures which emphasize the need to protect it.

1.4. The East Hertfordshire Local Plan Second Review, adopted in April 2007, recognised these facts and committed the Council to review its Conservation Areas and their boundaries. The production of this document is part of this process.

1.5. Conservation Areas are environments which are considered worthy of protection as a result of a combination of factors such as the quality of design and setting of the buildings or their historic significance. In addition to the individual qualities of the buildings themselves, there are other factors such as the relationships of the buildings with each other, the quality of the spaces between them and the vistas and views that unite or disrupt them. The relationship with adjoining areas and landscape, the quality of trees, boundary treatments, advertisements, road signage, street furniture and hard surfaces, are also important features which can add to or detract from the Conservation Area.

1.6. This Appraisal recognises the importance of these factors and will consider them carefully. Once approved this document will be regarded as a 'material consideration' when determining planning applications. The document also puts forward simple and practical management proposals that would improve the character of the Conservation Area and which are capable of being implemented as and when resources permit.

1.7. The recommendations concerning non-listed buildings and structures are normally formed by the field workers observations made from the public realm and seldom involve internal inspection or an assessment of their structural condition. Therefore recommendations contained in this Appraisal might be subject to reconsideration through the planning application process, where that is necessary, and which would involve the submission of additional information. Similar considerations may apply to estimating dates of buildings.

1.8. This Conservation Appraisal will:

- Identify the special character of Tewin;
- Identify elements that should be retained or enhanced;
- Identify detracting elements;
- Review the existing boundary;
- Put forward practical enhancement proposals;

1.9. The document has been prepared in partnership with the local community and the Council would like to record its thanks to the Parish Council and to the members of the local community who provided useful information to officers when the survey was being undertaken.

1.10. Acknowledgement and thanks are also recorded to Hertfordshire County Council whose Historic Environment Unit has been particularly helpful.

1.11. This Appraisal is written in three parts: Part A - Legal and Policy Framework. Part B - Appraisal; Part C - Management Proposals.

PART A - LEGAL AND POLICY FRAMEWORK

2. Legal and Policy framework.

2.1. The legal background for designating a Conservation Area is set out in Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. This states that the Council shall from time to time designate Conservation Areas, which are defined as being 'areas of special architectural or historic interest, the character or appearance of which it is desirable to conserve or enhance'. The same section of the Act also requires that Councils undertake periodic reviews.

2.2. Section 71 of the Act requires Councils to 'formulate and publish proposals for the preservation and enhancement' of Conservation Areas and hold a public meeting to consider them.

2.3. Within Conservation Areas there are additional planning controls and if these are to be supported it is important that the designated area accords with the statutory definition and is not devalued by including land or buildings that lack special interest.

2.4. From October 2013 planning permission is now required for the demolition of a building in a Conservation Area but is subject to certain exceptions. For example, it does not apply to Listed Buildings which are protected by their own legislation but is relevant to other non listed buildings in the Conservation Area above a threshold size set out in legislation¹. Looking for and assessing such buildings is therefore a priority of this Appraisal.

2.5. Certain ecclesiastical buildings (which are for the time being used for ecclesiastical purposes) are not subject to local authority administration provided an equivalent approved system of control is operated by the church authority. This is known as the 'ecclesiastical exemption'. Importantly in such circumstances, church authorities still need to obtain any other necessary planning permissions under the Town and Country Planning Act 1990.

2.5. The Town and Country Planning (General Permitted Development Order) 1995 (as amended), defines the range of minor developments for which planning permission is not required (permitted development, or PD) and this range is more restricted in Conservation Areas. For example the Order currently requires that the addition of dormer windows to roof slopes, various types of cladding, satellite dishes fronting a highway and a reduced size of extensions, all require planning permission in a Conservation Area.

2.6. However, even within Conservation Areas there are many other minor developments that do not require planning permission. So as to provide

¹ The demolition of a building not exceeding 50 cubic metres is not development and can be demolished without planning permission. Demolition of other buildings below 115 cubic metres are regarded as 'Permitted Development' granted by the General Permitted Development Order, subject to conditions that may require the Council's 'prior approval' regarding methods of proposed demolition and restoration.

further protection the law allows Councils' to introduce additional controls if appropriate. Examples of such controls can include some developments fronting a highway or open space, such as an external porch, the painting of a house or the demolition of some gates, fences or walls. The removal of important architectural features that are important to the character or appearance of a Conservation Area or individual buildings within it such as distinctive porches, windows or walls or railings to non-listed properties can be subject to a more detailed assessment and if appropriate made subject to protection by a legal process known as an 'Article 4 Direction' which withdraws 'Permitted Development Rights'. The use of such Directions can only be made in justified circumstances and a clear assessment of each Conservation Area considerably assists in this respect. In conducting this Appraisal, consideration will be given as to whether or not such additional controls are necessary.

2.7. Works to Trees. Another additional planning control relates to trees located within Conservation Areas. Setting aside various exceptions principally relating to size and condition, any proposal to fell or carry out works to trees has to be 'notified' to the Council within 6 weeks of the works. The Council may then decide to make the tree/s subject to a Tree Preservation Order. This Appraisal diagrammatically identifies only the most significant trees or groups of trees that make a particularly important contribution to the character of the Conservation Area. Other trees not specifically identified may still be suitable for statutory protection.

2.8. Some hedges may be protected by the Hedgerow Regulations 1997. This legislation is extremely complicated and only applies in certain situations that are determined by the location of the hedge, its age and or its historical importance, the wildlife it supports and its number of woody species.

2.9. National Planning Policy Framework. Published in March 2012, this document replaces previous advice, including PPS 5, Planning for the Historic Environment. The principle emphasis of the new framework is to promote sustainable development. Economic, social and environmental roles should

not be considered in isolation because they are mutually dependent and positive improvements in the quality of the built, natural and historic environment should be sought, including replacing poor design with better design. Whilst architectural styles should not be imposed it is considered proper to reinforce local distinctiveness.

2.10. In relation to the historic environment the new National Planning Policy Framework advises as follows:

- There should be a positive strategy in the Local Plan for the conservation of the historic environment and up-to-date evidence used to assess the significance of heritage assets and the contribution they make.
- Conservation Areas. Such areas must justify such a status by virtue of being of 'special architectural or historic interest'.
- Heritage assets. A Heritage asset is defined as 'a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listings)'.
- Considerable weight should be given to conserving such heritage assets and the more important they are the greater the weight. For example the effect of a development proposal on a non- designated heritage asset should be taken into account and a balanced judgment reached. Substantial harm to or loss of a grade II Listed Building should be exceptional whilst harm to heritage assets of higher status, e.g. a grade I or II* Listed Building should be wholly exceptional.
- Local Planning Authorities should look for opportunities for new development within Conservation Areas to enhance or better reveal their significance and proposals that preserve such elements should be approved.
- The use of Article 4 Directions to remove national permitted development rights should be limited to situations 'where this is necessary to protect local amenity or the well being of the area...'
- Green Areas. Such areas of particular importance can properly be identified for special protection as Local Green Spaces in selected situations.

2.11. East Hertfordshire's environmental initiatives and Local Plan Policies. East Hertfordshire is committed to protecting Conservation Areas and implementing policies which preserve and enhance them; to support their preservation through the publication of design and technical advice and to be pro-active by offering grants and administering a Historic Buildings Grant Service. With regard to the latter grants are awarded on a first come first served basis in relation to listed buildings and other unlisted buildings of architectural or historic interest. The maximum grant will not normally exceed £1,000.

2.12. In respect of the above the Council has produced a number of leaflets and guidance notes that are available on request. Further details are provided in Appendix 1.

2.13. The Council also has a 'Buildings at Risk Register', originally produced in 2006 and updated in 2012/13. In relation to Tewin Parish there are a couple of buildings entered on the Register as being 'At Risk' including the Grimston Memorial and Railed Enclosure at St Peters Church. However no such buildings have been identified within the Conservation Area. Grant assistance not exceeding £10,000 may be available for works that lead to such structures long term security.

2.14. The East Herts Local Plan was adopted by the Council in 2007. Most of the policies set out in the plan remain in force and are relevant in relation to Conservation Area and Historic Building considerations. The Local Plan and its policies can be viewed on the Councils website or a copy can be obtained from the Council (contact details are set out in section 7).

2.15. In accordance with the requirements of the Planning and Compulsory Purchase Act 2004, the Council is in the process of preparing a planning policy document which will replace the 2007 Local Plan. This will be known as the East Herts District Plan. Once adopted, the District Plan will contain the relevant Council planning policies.

2.16. Tewin Conservation Area was designated in 1981.

Part B – APPRAISAL

3. Origins and historic development.

3.1 The Domesday book refers to the ownership of land and taxable assets in Tewin as belonging to King Edward the Confessor in 1074, however by the mid 14th century much of Tewin was held by the Church². Subsequently Tewin was in the hands of the Prior and covent of St Batholomew and after the dissolution of the Priory in 1540 the manor of Tewin was granted to Robert Fuller. The manor changed hands 16 times over the next 200 years until 1746 when George 3rd Earl of Cowper became the owner, hence the relationship between the Cowper Family and the Village.

3.2 Although not located within the conservation area The Church Of St Peter (Grade I) and The Old Rectory (Grade II) are both considered to be important listed buildings within the wider setting. Nikolaus Pevsner describes the site as ‘a small church on the edge of a scattered village but with the Rectory close by’. The Church is partly of the 11th century building with the chancel being rebuilt or remodeled in the 13th century and later additions added in the 15th. Pevsner describes the Rectory as a ‘five bay, two-storeyed Georgian house’³.

² History of Tewin by the people of Tewin p 9

³ Pevsner, N. (1977) *The Buildings of England: Hertfordshire*. Penguin. 2nd Edition.



Figure 1: English Heritage: Images of England. Church of St Peter, Churchfield Road. IoE Number 356242.

3.3 The OS Map of 1874 displays the core of the conservation area as being the triangular Lower Green bordered by single pile development on all three sides. Development does extend eastwards down Hertford Road, with the last building being no. 18. The map identifies the Boys and Girls school in the South West corner of the green, the smithy to the North and the Rose and Crown Public House North West.

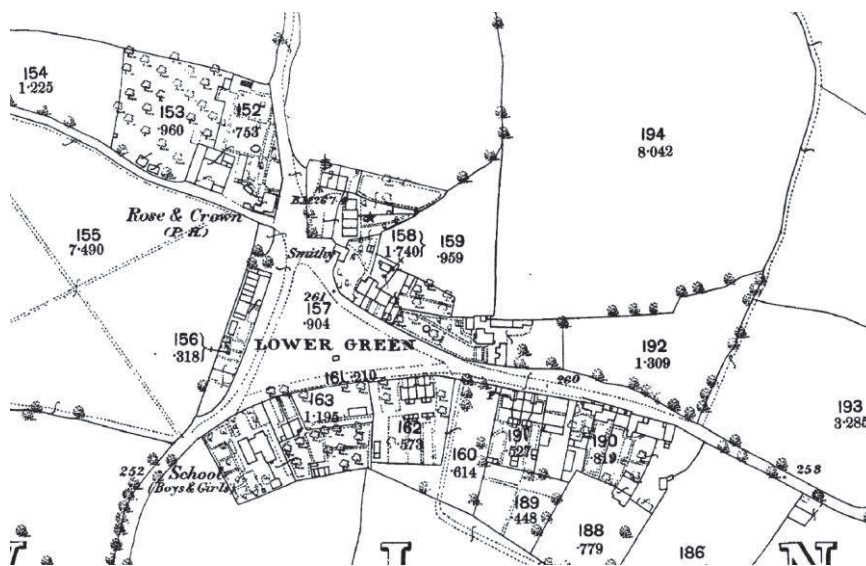


Figure 2: Ordnance Survey Map 1874

3.4 The OS Map of 1897 demonstrates that minimal development has occurred since 1874. It does however display the location of the Post Office in the row of cottages to the west of Lower Green and the new Parish Room in the south west corner of Lower Green.

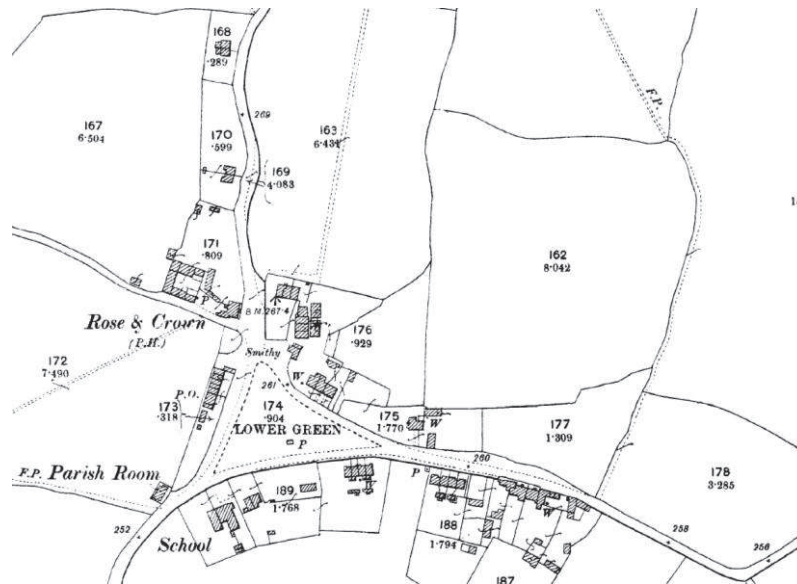


Figure 3: Ordnance Survey Map 1897

3.5 Similarly the OS map of 1920 illustrates limited development in terms of an increase in the number of buildings surrounding the green. What is evident is the row of cottages on the west were demolished and replaced with new dwellings. This is supported in the *History of Tewin*⁴. Due to the replacement buildings the map shows the Post Office was relocated to no.9 Lower Green.

⁴ The history of Tewin by the people of Tewin page 146.

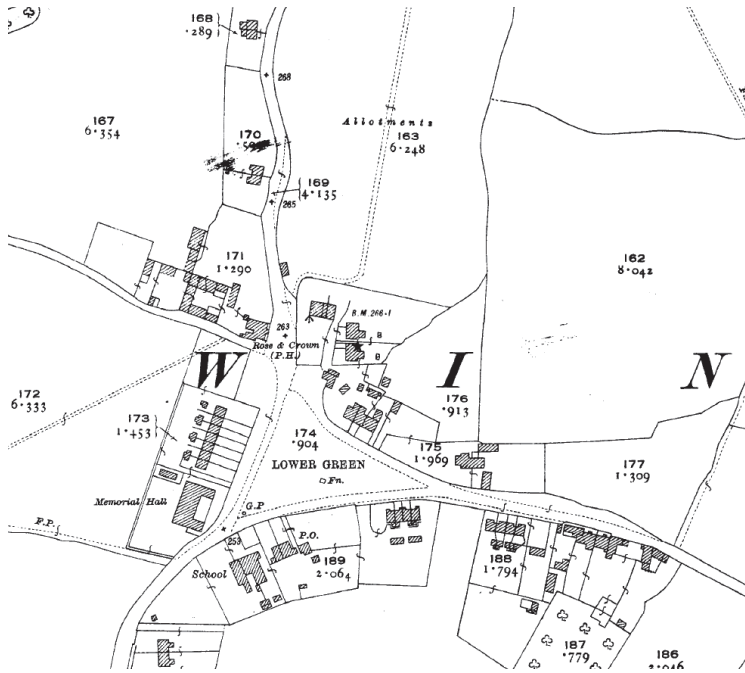


Figure 4: Ordnance Survey Map 1920

3.6 The OS map of 1963 demonstrates that the settlement expanded within the period between 1920 and 1963. Open spaces bordering the green have been developed upon. Most notably is the Memorial Hall, which replaced the Parish Room, the increased development northwards along Upper Green Road and the Cannons Meadow housing estate to the south. The map also illustrates the pathways which have been formed across the green and the location of the flagstaff and water pumps.



Figure 5: Ordnance Survey Map 1963

3.7 Kelly's Post Office Directory of 1874 - As entries in this Directory were subject to charge, those included may only have been partly representative of the full range of available local services at that time. Nevertheless they demonstrate that Tewin was a small community within which a number of different trades were plied and where there was a degree of self sufficiency

3.8 *The Place names of Hertfordshire* published by Cambridge University Press refers to the following ancient names⁵: Tiwingum (944), Tywingam (1015), Tiwinga (1166), Tewing (1198) and Tuyn (1596). Reference is made to Tiwinga meaning 'worshippers of the God Tew', with Tew being a Saxon great war god. This is confirmed in Halls's *Names of Places in Hertfordshire*⁶.

4. General Designations and criteria used to identify important features.

4.1 Scheduled Ancient Monuments. There are no designated Scheduled Ancient Monuments in the conservation Area as currently drawn.

4.2 Areas of Archaeological Significance. There are no designated Areas of Archaeological Significance in the conservation Area as currently drawn. However to the east and south of the conservation area, outside of the boundary, there is an Area of Archaeological Significance.

4.3 Listed buildings. Individually listed buildings have been identified, plotted and some briefly described. Full descriptions can be obtained online at English Heritage's website or via the Heritage Gateway. Such Listed Buildings are protected from unauthorized demolition, alteration or extension. Structures, including railings and walls, within the curtilages of listed buildings if they pre-date 1948 are subject to the same controls as listed buildings.

4.4. Non-listed buildings of quality and worthy of protection from demolition. There are several non-listed building that makes an important architectural or historic contribution to the Conservation Area and this has been separately

⁵ Gover (). *The Place Names of Hertfordshire*. Cambridge University Press

⁶ Hall, H. (1858) *Names of Places in Hertfordshire*. Printed by Odell and Ives.

identified. The basic questions asked in identifying such buildings/structures are:

- (a) Is the non listed building/structure of sufficient architectural or historic interest whose general external form and appearance remains largely unaltered?
- (b) Does the building contain a sufficient level of external original features and materials?
- (c) Has the building retained its original scale without large inappropriate modern extensions that destroy the visual appearance particularly in respect of the front elevation?
- (d) Is the building/ structure visually important in the street scene?

4.5. Trees and Hedgerows. There are several trees and a hedgerow that particularly contribute to the quality of the Conservation Area. The basic criteria for identifying such important trees and hedgerows are:-

- (a) They are in good condition;
- (b) They are visible at least in part from public view points.
- (c) They make a significant contribution to the street scene or other publicly accessible areas.

4.6. Open spaces or gaps of quality that contribute to the visual importance of the Conservation Area where development would be inappropriate have been identified. The basic question asked in identifying such areas is does the open space or gap form an important landscape feature contributing to the general spatial quality and visual importance of the Conservation Area? Private open spaces forming an important setting for an historic asset and unkempt spaces that have the potential to be enhanced are candidates for selection subject to complying with the principle question.

4.7 Any other distinctive features that make an important visual or historic contribution are noted and shown diagrammatically. In relation to walls and railings those above prescribed heights (1m fronting a highway including a footpath or bridleway, water course or open space or 2m elsewhere) are protected and require permission for their demolition).

4.8. Reference has previously been made to the potential of introducing Article 4 Directions in justified circumstances and the criteria for their selection in relation to features associated with selected non listed properties is as follows:

- In relation to chimneys, these need to be in good condition, contemporary with the age of the property, prominent in the street scene and complete with chimney pots. Exceptionally particularly important chimney stacks without pots may be selected.
- In relation to selected windows, these need to be on front or side elevations, fronting and visible from the street/s, contemporary with the age of the property and where the majority of windows of respective elevations retain their original characteristics and have not been replaced by modern glazing units.
- In relation to walls or railings in a Conservation Area, those selected need to be below the prescribed heights (those fronting a highway including a footpath or bridleway, water course or open space 1m or 2m elsewhere require prior consent for their demolition), be prominent in the street scene and make a positive architectural or historic contribution to its visual appearance.
- In relation to other features, these may include good quality architectural detailing to non-listed buildings, constructed of wood, metal or other materials.
- It may also be appropriate to introduce Article 4 Directions to retain quality buildings below the prescribed threshold where consent for demolition in Conservation Areas is not required.

4.9. Features that detract from the character of the area or which are in poor repair have been identified.

4.10. Important views are identified and are described below.

4.11 In suggesting any revisions to the conservation area boundary, consideration has been given as to whether or not the land or buildings in question form part of an area of special architectural or historical interest whose character or appearance should be conserved. The extent of the Conservation Area can include open land that has historical associations with the built form. This may particularly be the case if such open land is environmentally important and visually forms part of the Conservation Area's setting and is distinct from open farmland.

5. General Character and Setting of Tewin

5.1 Wider setting – Tewin is a scattered village of 16th to 20th century houses around a pleasant elongated green. In the Council's Landscape Character Analysis Tewin village is recognized as being 'ancient but strongly influenced by the Cowper family, who owned the Panshanger Estate and much of this farmland from 1720 to 1953. The bulk of the Cowper Estates in Tewin were sold in 1953 to pay death duties and were subsequently developed as settlements. Visual continuity is derived from the unified style and colour of the 19th century estate cottages within and beyond the settlement. Yellow brick estate dwellings and red brick farmhouses often bear the Cowper family crest and their date of construction.

5.2 General immediate setting – The setting of the conservation area, except where modern development abuts it, is open farmland with a rolling character. The edge of the area is generally clearly defined by mature trees and hedges on rising ground, with the buildings not completely visible except for chimneys and roof forms. To the west the setting is more open with the village completely visible across the fields. To the north west the setting becomes almost Arcadian, with the village scarcely visible through the mature trees which dot pasture land in this direction.

5.3 There are 37 listed buildings in Tewin Parish as a whole, one of which is Grade I and two of which are Grade II*. The remaining 34 are Grade II listed.

There is also a Grade II Historic Park and Garden within the Parish; Tewin Water which is situated 2km north-east of the centre of Welwyn Garden City.

5.4 Of these listed buildings 5 are situated within the conservation area, although some have been divided into multiple properties. Here buildings from the 17th to 19th centuries are represented.

5.5 As set out below this Appraisal identifies any other buildings and structures of quality that are not individually listed.

5.6 In summary the character of the conservation area derives from the relationship the built environment has with open land. Historically, the association with the Cowper family and the Panshanger estate generates a social as well as architectural connection within the village; with the built environment providing a physical record of this connection.

6. Detailed character analysis

6.1 General overview. The conservation area consists of the locale around the triangular Lower Green and the portions of the approach roads, mainly Upper Green Road and Hertford Road. The essential form of the conservation area is a band of frontage development around the three sides of the green and the approach roads. This form has been blurred by modern development to the south in Cannons Meadow and to the north.

6.2 Lower Green is a contained, triangular open space defined by a variety of buildings dating from the mid 17th century to the late 20th century. The green has a pleasant semi-rural appearance due to the large grassed area in the centre, the large number of mature trees and hedge around the green and the wide grassed verge on the western side.

6.3 The area around Lower Green produces a sense of containment, which appears to have been deliberately strengthened by the siting of several late 19th and early 20th century buildings. The deliberate effect of containment is

most noticeable on the western side where open fields lie directly behind the band of early 20th century buildings which define the green.

6.4 Scheduled Ancient Monuments - There are none in the Conservation Area.

6.5 Archaeological Sites - There are no designated Areas of Archaeological Significance in the Conservation Area although it is worth noting that there is a large area of archeological significance to the east and south of the conservation area.

6.6 Individually Listed Buildings. The listed buildings within the conservation area have been described briefly below, with the characteristic and distinguishing architectural features identified. The full listing description can be sourced from English Heritage.

6.7. Nos. 8 and 9 Lower Green, were originally one house and are now two dwellings. Dating from early to mid 17th century the buildings are of timber frame construction on a red brick base and plastered. To the rear there are 18th and 19th century additions including single storey attic wings to the center and right.



Figure 6: Nos. 8 and 9 Lower Green

6.8 The Old Bakery, 16 and 18 Hertford Road, dates from the early 18th century and has 19th and 20th century extensions. Two storeys with attics red brick buildings, whitewashed with a tiled roofs. Each house has paneled doors to the centre, a plat band to the first floor and cambered heads to all openings. On a historical note the Old Bakery, No. 16 and Cheyne Cottage were a single property called The Long House. When they were owned by Peter Howells in the 1970s they were separated and the Old Bakery and No. 16 were converted back into one house. By the late 1970s the shop housed the bakery.



Figure 7: The Old Bakery, 16 and 18 Hertford Road

6.9 10 Lower Green (Cowper Hall) is currently 2 dwellings, having been built in 1839 following a bequest from H. Cowper to form the Cowper Endowed School. The building is of yellow stock brick with white brick dressings and a pantile roof; materials which are uncommon in this area therefore supporting the fact that the building is a result of patronage. The building has a H plan form, with 2 broad gables to the front. The building is characterised by its casement windows and doors, which have either 2 or 3 lights or decorative glazing bars.



Figure 8: 10 Lower Green (Cowper Hall)

6.10. 11 Lower Green (Cowper Cottage) is one of two dwellings which occupies the former Cowper Endowed School. Built in 1839 following a bequest from H. Cowper the building is of yellow stock brick with white brick dressings and a pantiled roof. The building was converted into residences in the 20th century when it was also re-roofed. The building is single storey with attics with the front elevation facing west. The right gabled block was the masters house and it has tall mullion casement windows with hexagon and diamond patterned panes and chamfered white brick surrounds. Positioned centrally within the front elevation sits a cross axial stack with a central square and outer diagonally set shafts with 5 octagonal pots. There is a 20th century gabled entrance porch on the western elevation and a 2 light gabled dormer.

6.11. Rose and Crown Public House, Upper Green Road. The building has a 17th century cross range incorporated into a mid 18th century rebuilding which has since been extended and altered. The early core is timber framed and has been rebuilt in red brick with burnt headers. A five bay building of two storeys and attic main block with early 2 cell cross range to rear left. There is a plat band to the first floor and 5 two light casements with flush frames. The

extensions include a 20th century wing to the rear and a 20th century lean-to on the left end.



Figure 9: Rose and Crown Public House

6.12. 30 Lower Green. Early to mid 18th century red brick house with a steeply pitched tiled roof. The building is two storeys with three bays. The building has glazing bar casement windows with moulded flush frames, dentilled brick eaves and internal end chimney stacks.



Figure 10: 30 Lower Green

6.13 Buildings and structures not individually listed but within the curtilages of Listed Buildings. There are none identified in the conservation area.

6.14 Other non-listed buildings that make an important architectural or historic contribution. These are non-listed buildings of quality and worthy of protection as they make an important architectural or historic contribution to the Conservation Area.

6.15 Tewin Memorial Hall. The Memorial Hall is a bold building in English arts and crafts style, influenced by the architecture of Sir Edwin Lutyens, erected in 1922 as a war memorial. A local source notes that the Halls architect, Sir Herbert Baker, is one of only four architects buried in Westminster Abbey. The hall has an attractive symmetrical composition, with two gabled wings protruding forward to enclose a small courtyard. The symmetry of the design is accentuated by two yew bushes in the entrance courtyard and by four prominent 'Tudor' chimneys. The detail of the building is subordinated to a steeply pitched roof in brown / red clay tiles, which is in sympathy with the

warm red brickwork of the lower parts. The building does not directly front the green but is slightly withdrawn behind a mature hedge which continues the line of the field hedge in School Lane.



Figure 11: Tewin Memorial Hall

6.16. Five groups of 'model' cottages were erected around the green by the Cowper Estate between 1873 and 1903. These groups are similar in their materials but the later groups show an increasing boldness in scale and architectural inventiveness.

6.17.1 to 4 Lower Green. The earliest group is typical in its use of gault brickwork, steeply pitched red/brown plain-tiled roof with overhanging eaves and verges, large brick chimneys, punctuating gabled dormers and casement windows with small lights. The rear gardens of these houses have a pleasant domestic appearance with neat vegetable plots, small tile and gault brickwork outbuildings. Selected features are candidates for protection by possible Article 4 Direction subject to further consideration and notification.



Figure 12: 1 – 4 Lower Green

6.18. 4 to 10 Hertford Road. These buildings date from 1876 and display architectural characteristics of the Cowper cottages, namely the yellow brickwork, pitched roof which are more steeply accentuated, prominent two-storey gables jutting forward and grander chimneys. No. 10 displays the Cowper Crest which provides the date of the buildings. Selected features are candidates for protection by possible Article 4 Direction subject to further consideration and notification.



Figure 13: 4 to 10 Hertford Road

6.19. 7 to 9 Upper Green Road. Situated to the north end of the green dating from 1896, as shown by the Cowper Crest. The buildings are of yellow brick with pitched roofs, central chimneys and distinguishable porches. Selected features are candidates for protection by possible Article 4 Direction subject to further consideration and notification.

6.20. 13 to 19 Lower Green. Seven cottages on western side of the green dating from 1903 are of fundamental importance to the character of Lower Green itself as they define its western boundary. The elevation to the green is a bold regular pattern of gabled dormers and large decorative chimneys which contrast with a generous expanse of roof. Windows are side hung casements with glazing bars, with arched heads in contrasting red brickwork. The individual houses are subordinated to a strong architectural whole. Vehicular access to these houses is available from the rear as the intrusion of out-buildings into the front gardens and run-ins across the wide verge would detract from the appearance of these houses. Selected features are candidates for protection by possible Article 4 Direction subject to further consideration and notification.



Figure 14: 13 to 19 Lower Green

6.21. 22 to 25 Lower Green. These two groups of semi-detached cottages are typical of the Cowper Cottages. Single storey with attics, of yellow brick with steep pitched roofs the buildings have prominent chimney stacks and dormers. They benefit from rear gabled extensions which appear to have been included in the original design. Selected features are candidates for protection by possible Article 4 Direction subject to further consideration and notification.



Figure 15 - 22 to 25 Lower Green

6.21. Lime Cottage, 2 Hertford Road. The building is a two storey brick built building with a red tile roof and gabled porch. On a historical note the Compton family is the only family to occupy the building. Built in 1925 for Mr Boston Compton by (architect) Andrew Grey. Mr Compton was police constable in Tewin from 1919-24.



Figure 16: 2 Hertford Road

6.22. Cheyne Cottage, 14 Hertford Road was built in the 18th century and was built or refurbished for Panshanger Estate. The building is brick built with a tiled roof and has chimneys with pots. On a historical note the building is named after Cheyne Walk in Chelsea where the former residents previously lived. Selected features are candidates for protection by possible Article 4 Direction subject to further consideration and notification.

6.23. The Old School House. The building is of red brick construction with a steeply pitched roof and chimneys. It has historical and architectural importance as it was built at the same time and by the same hand as the Rose and Crown.

6.24. The Old Red Barn. The building is of red brick with a red tile roof. Now functioning as a residential dwelling, the building has modern additions and fenestrations associated with its use, however the conversion has been sympathetic to the former design and form. The Cowper Plaque is present on the eastern gable end, dating 1878.



Figure 17: The Old Red Barn

6.25. The Old Hay Barn. Currently in a L-plan form, the building sits to the west of The Old Red Barn. The building is red brick with an old tile roof and weatherboarded sections. The building is currently being extended to form an additional wing to the north.

6.26. 28 and 29 Lower Green Road. A pair of cottages, rendered with red tile roof. Central chimney, two gabled porches and two gabled dormers on the front elevation. The cottages display features which are common to the immediate setting.



Figure 18: 28 and 29 Lower Green Road

6.27 Other distinctive features that make an important architectural or historic contribution. On the North corner of Lower Green is a shelter, which can be traced back through historic maps to 1963.



Figure 19: View of the north corner of Lower Green, including the shelter.

6.28. To the north of Lower Green on the eastern side of Upper Green Road is a K6 Telephone box. It appears to be in good condition and is considered to contribute to the character and appearance of the village.

6.29 Important open land and open spaces Green verges and banks augment the grassed expanse of the green itself, creating a spacious green heart inside the enclosure of buildings. Verges and banks which make a particular contribution to the character of the area include the verge outside the model cottages and Memorial Hall on the western side of Lower Green and the grassed banks outside No. 32 to 46 Lower Green, where the row of trees contributes to the village character.



Figure 20: View west down Hertford Road

6.30. A small area of mixed woodland within the conservation area have an important role in that it contributes to the sense of enclosure whilst providing a contrast to the built forms; this woodland areas is located adjacent to no 30 lower green.

6.31. On a historical note, in 1953 the Parish Council, as a way of marking the coronation of Queen Elizabeth II, moved the Well House to its present site. The green was ploughed and re-seeded with grass, the footpaths were put in and the flag pole erected.



Figure 21: View of Lower Green

6.32 Particularly important trees and hedgerows

6.33. Hedges: On both sides of Upper Green Road, those at the end of the green and the hedges in front of the model cottages on the west of the green, bordering The Old School House and Hedges and bushes on the north side of Hertford Road (opposite village shop).

6.34. Trees: existing trees are of particular importance as they often frame and balance views and, in this respect, the yews in the front garden of 10 Lower Green, the mature oak tree in the garden of 30 Lower Green and the mature elms at the north western corner of the green adjacent to the Rose and Crown public house are particularly important and are all protected by TPOs.



Figure 22: The Yews in the front garden of 10 Lower Green

6.35. Other notable trees include the evergreens on the road frontage of Nos. 30-46 Lower Green and the Scots pine in the garden opposite the village shop.

6.36. Important views. The long view out, south down School Lane towards Tewin Church, is of particular importance.

6.37. The approach to Lower Green via Upper Green Road has a semi-rural serpentine character with the road falling quite strongly towards the green, between hedges neat grassed banks and verges.



Figure 23: View from Lower Green down Upper Green Road

6.38. Similarly, the approach to Lower Green from Hertford Road has a winding rural character before the open space is reached.

6.39. Detracting Elements. On the two southern corners of Lower Green collections of road signs are considered to visually detract from the open character of the green as there are multiple poles and the signs are worn.



Figure 24: Collection of road signage

6.40. The eastern edge of Cannons Meadow has a chain-link fence which defines the property boundary. It is considered that this boundary approach is uncharacteristic of the area and therefore detracts from the character and appearance of the conservation area.



Figure 25: Chain-link fence on Cannons Meadow

6.41 Opportunities to secure improvements. The opportunities to secure improvements will normally be achieved with the co-operation of owners with whom discussions should take place.

6.42 Suggested boundary changes. It is proposed to adjust the conservation area boundary at the eastern end of Hertford Road to exclude the land south of the road; instead the conservation area boundary will follow the curve of the road. It is also suggested that the conservation area boundary be extended behind the Old Hay Barn so that the curtilage of the building is included.

6.43 It is recognised that the conservation area boundary appears to cut through the rear gardens of 42 Lower Green to 11 Hertford Road and therefore it appears that the entire curtilage of the buildings is not included in the conservation area. However, as the use of the land beyond the boundary is classed as grazing land it is considered that it forms part of the open countryside and it does not warrant being included in conservation area.



Figure 26: Land to the rear of 42 Lower Green to 11 Hertford Road

PART C – MANAGEMENT PROPOSALS

7. Management Proposals.

7.1. Conservation Area Boundary. The revised boundaries include the following amendments:

- (a) Extending the boundary to include the curtilage of The Old Hay Barn. The current boundary does not reflect boundaries on the ground and subsequent development.
- (b) Exclude land to the east of 24a Hertford Road. The existing boundary does not reflect physical boundaries on the ground as it currently cuts through a large field.

7.2. General Planning Control and Good Practice within the Conservation Area. All planning policies are contained in the East Herts Local Plan Second Review adopted in April 2007. It is against this document and the National Planning Policy Framework that the District Council will process applications.

7.3. Applicants considering submitting any application should carefully consider the relevant policies and if necessary contact Council Officers to seek pre-application advice. For further details including advice on Planning Applications, Conservation Areas, Listed Buildings, Landscaping, and other general administrative advice please contact the Planning Department for assistance.

Telephone no. 01279 655261

E-mail planning@eastherts.gov.uk

Or write to E.H.D.C. Wallfields, Pegs Lane, Hertford SG13 8EQ

7.4. Applicants may also wish to refer to one of the several Guidance Notes referred to in Appendix 1 below.

7.5. Planning Control - Potential need to undertake an Archeological Evaluation. Within areas designated as being a Scheduled Ancient Monument or within the Area of Archaeological Significance the contents of Policies BH1, BH2 and BH3 are particularly relevant. English Heritage's Guide for Owners and Occupiers states that if a person wishes to carry out any works that will affect a scheduled monument 'whether above or below ground, you must apply to the Secretary of State for prior written permission.' Applicants are strongly recommended to contact the regional English Heritage office for early discussions. The local contact details are English Heritage 24 Brooklands Avenue Cambridge CB2 2BU. Telephone 01223 582700. E-mail: eastofengland@english-heritage.org.uk

7.6. Listed Building Control and Good Practice. Those buildings that are individually listed are identified. Other pre 1948 buildings, structures or walls within the curtilage of a Listed Building are similarly protected in law.

7.7. Listed Buildings are the most significant factor in contributing to the quality of Tewin's built environment. It is essential that their architectural detailing is not eroded nor their other qualities and settings compromised.

7.9. Planning Control – Other Unlisted Buildings that make an Important Architectural or Historic Contribution. Within the Conservation Area several unlisted buildings have been identified. These are: Tewin Memorial Hall, 1 to 4 Lower Green, 13-19 Lower Green and 4-10 Hertford Road. Any proposal involving the demolition of these buildings is unlikely to be approved.

7.10. Proposed Article 4 Directions. There are some distinctive features that are integral to some of the unlisted buildings identified above that make an important architectural or historic contribution. In some situation protection may exist through existing planning controls but in other cases additional protection could only be provided by removing Permitted Development Rights via and Article 4 Direction. The latter legislation is complex. Should the Council consider such a course of action appropriate there would be a

process of notifying the affected owners separately at a later date. This would be associated with further detailed consideration and possible refinement.

7.11. Planning Control – Other Unlisted distinctive features that make an Important Architectural or Historic Contribution. The Appraisal identifies the shelter on Lower Green as a distinctive feature which makes a positive contribution to Tewin’s character and appearance.

7.14. Planning Control – Important open land, open spaces and gaps. This Appraisal has identified the following important spaces: triangle of open land comprising of Lower Green, the green verges outside Tewin Memorial Hall and the model cottages and outside 32 to 46 Lower Green. These represent open spaces and other landscape features within the Conservation Area that materially contribute to its character or appearance and will be protected.

7.15. Planning Control – Particularly important trees and hedgerows. Only the most significant trees are shown diagrammatically. Subject to certain exceptions all trees in a Conservation Area are afforded protection and a person wanting to carry out works has to notify the Council. Trees that have not been identified may still be considered suitable for protection by Tree Preservation Orders. Owners are advised to make regular inspections to check the health of trees in the interests of amenity and Health and Safety. As previously advised some hedges may be protected by the Hedgerow Regulations 1997.

7.16. Planning Control –Important views. The most important views within and out of the Conservation area are diagrammatically shown. Policy BH6 is particularly relevant.

7.17. Enhancement Proposals. The Appraisal has identified a couple of elements that detract that are summarised in the Table below together with a proposed course of action. Within the staff and financial resources available, Council Officers will be pro-active and provide assistance. It must be

recognized that such improvements will frequently only be achieved with the owners co-operation.

Detracting Element	Location	Proposed Action
Discordant signage	Southern corners of Lower Green	Discuss potential for improvement with Highways
Fencing	Cannons Meadow	Discuss potential for improvement with owner

7.18. The features identified in paragraphs 7.1 – 7. 17 are shown on Plan 3.

Appendix 1. Guidance notes produced by East Hertfordshire District Council. The following represent useful technical information and can be obtained via the details provided above.

1. Brick Repointing and Repair.
2. Conservation Areas.
3. Cleaning Historic Brickwork.
4. Farm Buildings.
5. Flint and Flint Wall Repair.
6. Hard Landscaping in Historic Areas.
7. Listed Buildings.
8. Rainwater Goods and Lead.
9. Shopfronts.

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Tewin Conservation Area Character Analysis



Address: Lower Green, Tewin, Hertfordshire

Reference:

Scale: 1:2500

O.S Sheet: TL2714

Date of Print: 24 March 2014

East Herts Council
Wallfields
Pegs Lane
Hertford
SG13 8EQ
Tel: 01279 655261



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Twinn Conservation Area Management Plan














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Wallfields
Pegs Lane
Hertford
SG13 8EQ
Tel: 01279 655261

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KEY

CONSERVATION AREA BOUNDARY	
AREAS TO BE INCLUDED / EXCLUDED	
INDIVIDUALLY LISTED BUILDINGS / STRUCTURES	
UNLISTED BUILDINGS THAT MAKE AN IMPORTANT ARCHITECTURAL OR HISTORIC CONTRIBUTION	
OTHER DISTINCTIVE FEATURES THAT MAKE AN IMPORTANT ARCHITECTURAL OR HISTORIC CONTRIBUTION	
Shelter	
Telephone Kiosk	
IMPORTANT OPEN SPACES	
GENERAL LOCATION OF IMPORTANT TREES / HEDGEROWS	
GENERAL LOCATION OF AN AREA OF WOODLAND	
IMPORTANT VIEWS	
ELEMENTS OUT OF CHARACTER WITH THE CONSERVATION AREA	

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EAST HERTS COUNCIL

EXECUTIVE - 4 NOVEMBER 2014

REPORT BY EXECUTIVE MEMBER FOR STRATEGIC
PLANNING AND TRANSPORT

BRICKENDON CONSERVATION AREA APPRAISAL AND
MANAGEMENT PLAN

WARD(S) AFFECTED: HERTFORD HEATH

Purpose/Summary of Report

- To enable Members to consider the Brickendon Conservation Area Appraisal following public consultation.

<u>RECOMMENDATIONS FOR EXECUTIVE:</u> That	
(A)	the responses to the public consultation be noted and the Officer responses and proposed changes to the Brickendon Conservation Area Appraisal be supported;
(B)	authority be delegated to the Head of Planning and Building Control, in consultation with the Executive Member for Strategic Planning and Transport, to make any further minor and consequential changes to the Appraisal which may be necessary; and
(C)	the Brickendon Conservation Area Appraisal be supported for adoption;
<u>RECOMMENDATIONS FOR COUNCIL:</u> That:	
(A)	the responses to the public consultation be noted and the Officer responses and proposed changes to the Brickendon Conservation Area Appraisal be agreed; and

(B)	the Brickendon Conservation Area Appraisal be adopted.

1.0 Background.

1.1 East Herts has a rich environmental heritage which includes 42 Conservation Areas. The East Herts Local Plan commits the Council to review its Conservation Areas, a requirement which is also set out in national legislation.

1.2 The review of Brickendon's Conservation Area is the one in a series of reviews undertaken in 2013/2014. These reviews are now being presented for Members consideration. In each case a report is presented when a public consultation exercise has been undertaken in relation to each individual settlement.

1.3 Each document identifies the special character of the respective Conservation Area together with the elements that should be retained or enhanced and those which detract from the identified character. Existing boundaries are reviewed and, where appropriate, practical enhancement proposals are suggested.

1.4 Once Members have considered each Appraisal, and the document has been adopted by the Council, they will become a 'material consideration' in the process of determining planning applications.

2.0 Brickendon Conservation Area Appraisals

2.1 Brickendon's Conservation Area was designated in 1991. The Brickendon Conservation Area Appraisal was completed in 2014. There was a period of public consultation from July until September 2014. A joint public meeting in conjunction with Little Berkhamsted Conservation Area Appraisal was held on 31 July 2014 at which about 30 members of the public were in attendance. Responses were received from the Parish Council and from several others. The headline issues are set out in the

following paragraphs:

- 2.2 *General content of Appraisal:* The Appraisal sets out a revision to the Conservation Area boundary to (1) include an area of paddock land to the south west of Bourne Orchard, (2) include the entirety of the southern line of Lime tress on the avenue leading to the golf club, (3) include the whole pond on the western side of the road between the churchyard and Well Green, (3) include a large area around Fanshaws mansion and (4) exclude nos.23-26 Brickendon Green. It identifies the key environmental features and the manner in which they can be controlled. In relation to Brickendon the most relevant ones are: Listed Buildings including structures in their curtilages; non listed buildings of quality worthy of protection; other unlisted distinctive features worthy of protection and important open land and spaces.
- 2.3 *Listed buildings and structures in their curtilages:* These are protected by legislation and have been identified in the Appraisal.
- 2.4 *Non listed buildings of quality worthy of protection:* Fourteen such buildings have been identified that make a positive contribution to the Conservation Area and these should be retained through the planning process. A number of these buildings have distinctive features whose adequate protection could formally be achieved through the introduction of an Article 4 Direction which removes Permitted Development Rights. A general paper on this subject in relation to all Conservation Area Appraisals will be presented for Members future consideration.
- 2.5 *Other unlisted distinctive features worthy of protection:* A number have been identified and include walls. The latter are important to the rural qualities and character of Brickendon. Any within the Conservation Area are protected by virtue of being above prescribed heights (which means that it is necessary to seek consent before demolition is undertaken). An extensive walled garden, currently beyond the Conservation Area is not protected. However its protection from substantial demolition will be provided if Members agree the proposal to extend the Conservation

Area in the vicinity of Fans haws Mansion and surrounds.

- 2.6 *Important open land and spaces:* The Appraisal has identified a number of such important open spaces that materially contribute to the character or appearance of the Conservation Area that should be protected through the planning process.
- 2.7 *Enhancement proposals to deal with detracting elements:* The appraisal has identified that utility poles along the main street detract. It is accepted that remedial improvements will only be carried out with the co-operation of the utility company which may be difficult to achieve particularly in these challenging economic times. However the District Council has a role to play in highlighting this issue.

3.0 Consultation Feedback

- 3.1 The Parish Council raises a number of issues which together with other comments received through the consultation process are set out in the table included as **Essential Reference Paper B** arranged in the subject order set out above. Importantly they raise no objections to the significant extension proposed to the Conservation Area to include an area around Fanshaw's mansion and a number of non listed buildings and features, including a fine walled garden, in that location.
- 3.2 **Essential Reference Paper C** is a copy of the Brickendon Conservation Appraisal and Management Plan as it appeared at the consultation draft stage with any track or other changes. Further minor changes will be incorporated reflecting the status of the final document once Members have considered it for adoption.
- 3.3 In summary it is recommended that the Brickendon Conservation Area Appraisal and Management Plan be adopted and be used in the process of determining planning applications.

4.0 Implications/Consultations

- 4.1 Information on any corporate issues and consultation associated with this report can be found within **Essential Reference Paper A**

Background Papers

None

Contact Member: Cllr Mike Carver – Executive Member for Strategic Planning and Transport
mike.carver@eastherts.gov.uk

Contact Officer: Kevin Steptoe – Head of Planning and Building Control
kevin.steptoe@eastherts.gov.uk

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ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives	<p>Place This priority focuses on sustainability, the built environment and ensuring our towns and villages are safe and clean.</p> <p>Prosperity This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic opportunities and delivering cost effective services.</p>
Consultation:	<i>Community consultation has been undertaken as set out in the report</i>
Legal:	<i>Preparation of the Appraisal fulfils statutory requirements.</i>
Financial:	<p><i>Costs associated with the preparation of the Appraisal are met from within existing staffing and operational budgets.</i></p> <p><i>The Appraisal suggests works and actions which could be undertaken to enhance the character and appearance of the conservation Area and remove detracting elements. The Council is not committed to undertaking these further actions. There will be potential revenue and capital costs associated with doing so – which can be further assessed on reaching a decision whether to undertake further action.</i></p>
Human Resource:	<i>No additional staffing implications</i>
Risk Management:	<i>No significant risk issues</i>

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Essential Reference Paper B

Issue	Representations made	Officer comment
Changes to the Conservation Area Boundary.	<p>A private resident does not agree with the proposed exclusion of the bungalows at Station Hill on the basis that the PC would not be able to influence the outcome should the sites be redeveloped. The Parish Council also seek their retention in the Conservation Area (CA) on the basis that greater protection will be afforded.</p> <p>The PC recommends a further substantial extension to include Spring Meadow and Kindersfield stretching down Brickendon Lane as far as Kindersfield agricultural barn to preserve the amenity and the 20 mile view.</p>	<p>The key test is to consider if the properties represent an area of special architectural or historic interest which is desirable to conserve or enhance. The site is located on the edge of the CA and consists of modern single storey mid 20th century residential properties that officers consider are of insufficient quality to be included. On balance officers consider their removal is appropriate and consistent with similar recommendations and decisions taken in other settlements.</p> <p>The land in question forms part of the open countryside. Its amenity is afforded protection by its inclusion within the Green Belt. Extending the CA into the open countryside is not considered appropriate and is consistent with decisions taken in other settlements.</p>
Listed Buildings or buildings within their curtilages	A resident advises that the Listed Building description relating to 'original diamond mullioned windows' is incorrect.	The reference in the text has been amended. Officers have advised the owner of the appropriate link should she wish to approach English Heritage to review the listing description.
Important open land and spaces	The Parish Council and others raise an issue relating to the extent of Brickendon Green as originally shown on the plans.	The Plans have been amended to reflect the proper extent of Brickendon Green.
Other points	<p>A resident of 3a Brickendon Lane draws attention to the fact that it appears from the map that her modern property appears to be potentially subject to an Article 4 Direction.</p> <p>The PC advise that the Parish Hall</p>	<p>The reference to an Article 4 Direction refers to an adjacent building. Its location on the Management Plan has been changed to more accurately reflect this.</p> <p>The reference to Picture 6 be</p>

	<p>does not include a barn running parallel to the road.</p> <p>The PC consider two walls identified as being worthy of retention merit listing to afford maximum protection.</p>	<p>changed to reflect this.</p> <p>Officers consider one wall adjacent to Brickendon Green whilst being worthy of retention (and is protected from substantial demolition virtue of being in the CA) is not of sufficient quality to warrant listing. The other wall currently beyond the CA is very fine indeed and the existing text already advises the issue of listing should be explored further.</p>
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BRICKENDON CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN

DRAFT FOR CONSULTATION

2014



Website: www.eastherts.gov.uk
E-mail: caappraisal@eastherts.gov.uk
Phone: 01992 531590

East Herts. District Council
Pegs Lane, Hertford, SG13 8EQ

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BRICKENDON CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN

DRAFT FOR CONSULTATION

2014

This Appraisal has been produced by Officers of East Hertfordshire District Council to assess the current condition of the Brickendon Conservation Area, to identify where improvements can be made and to advise of any boundary changes that are appropriate. The document is in draft form and will be subject to public consultation and agreement by District Council Members.

1. Introduction.

1.1. The historic environment cannot be replaced and is a resource that is both fragile and finite. Particularly in an age when society and its needs change with rapidity, the various historic and architectural elements of Conservation Areas can be perceived to interact in a complex manner and create a 'unique sense of place' that is appreciated by those lucky enough to reside in such special places and the many interested persons who appreciate and visit them.

1.2. East Hertfordshire District has a particularly rich and vibrant built heritage, featuring 42 Conservation Areas and approximately 4,000 fine listed buildings displaying a variety of styles representative of the best of architectural and historic designs from many centuries. Generally and very importantly the clear distinction between built form and open countryside has been maintained.

1.3. The District is situated in an economically buoyant region where an attractive environment, employment opportunities and excellent transport links, road rail and air, make it a popular destination to live and work. In addition to London a short commuting distance away, the District is influenced by other factors beyond its administrative area, such as Stansted Airport and the towns of Harlow and Stevenage. With such dynamics it is inevitable that the historic environment will be subject to pressures which emphasize the need to protect it.

1.4. The East Hertfordshire Local Plan Second Review, adopted in April 2007, recognises these facts and commits the Council to review its Conservation Areas and their boundaries. The production of this document is very much part of this process.

1.5. Conservation Areas are environments which are considered worthy of protection as a result of a combination of factors such as the quality of design and setting of the buildings or their historic significance. In addition to the individual qualities of the buildings themselves, there are

other factors such as the relationships of the buildings with each other, the quality of the spaces between them and the vistas and views that unite or disrupt them. The relationship with adjoining areas and landscape, the quality of trees, boundary treatments, advertisements, road signage, street furniture and hard surfaces, are also important features which can add to or detract from the Conservation Area.

1.6. This Appraisal recognises the importance of these factors and will consider them carefully. Once approved this document will be regarded as a 'material consideration' when determining planning applications. If necessary, the document also puts forward simple practical management proposals that would improve the character of the Conservation Area and which are capable of being implemented as and when resources permit.

1.7. The recommendations concerning non-listed buildings and structures are normally formed by the field workers observations made from the public realm and seldom involve internal inspection or discussions with owners. Thus such recommendations contained in this Appraisal might be subject to reconsideration through the planning application process, where that is necessary, and which would involve the submission of additional information. Similar considerations apply to estimating dates of buildings.

1.8. This Conservation Appraisal will:

- **Identify the special character of Brickendon Conservation Area.**
- **Identify elements that should be retained or enhanced;**
- **Identify detracting elements;**
- **Review the existing boundaries;**
- **Put forward practical enhancement proposals;**

1.9. The document will be prepared in partnership with the Parish Council and the local community through the consultation process. The latter produced a Parish Plan in 2006/2007 which, in relation to the environment records that *'It is clear from this survey that residents care deeply about their surroundings and recognise that this is a relatively unspoiled part of the country that is well worth protecting. Far from being complacent, many are ready to look at what more they can do to reduce their personal impact on the environment'*. The Parish Council are also about to produce a Neighbourhood Plan.

1.10. Acknowledgement and thanks are recorded to the Parish Council who provided assistance and helpful information to the fieldworker. Thanks also to Hertfordshire County Council whose Historic Environment Unit has been particularly helpful.

1.11. This document is written in three parts: Part A - Legal and Policy Framework. Part B - Appraisal; Part C - Management Proposals.

PART A - LEGAL AND POLICY FRAMEWORK

2. Legal and Policy framework.

2.1. The legal background for designating a Conservation Area is set out in Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. This states that the Council shall from time to time designate Conservation Areas, which are defined as being *'areas of special architectural or historic interest, the character or appearance of which it is desirable to conserve or enhance'*. The same section of the Act also requires that Councils undertake periodic reviews.

2.2. Section 71 of the Act requires Councils to *'formulate and publish proposals for the preservation and enhancement'* of Conservation Areas and hold a public meeting to consider them.

2.3. Within Conservation Areas there are additional planning controls and if these are to be supported it is important that the designated areas accord with the statutory definition and are not devalued by including land or buildings that lack special interest.

2.4. Planning permission is now required for the demolition of a building in a Conservation Area but is subject to certain exceptions. For example, it does not apply to Listed Buildings which are protected by their own legislation but is relevant to other non listed buildings in the Conservation Area above a threshold size set out in legislation*. Looking for and assessing such buildings is therefore a priority of this Appraisal.

* The demolition of a building not exceeding 50 cubic metres is not development and can be demolished without planning permission. Demolition of other buildings below 115 cubic metres are regarded as 'Permitted Development' granted by the General Permitted Development Order, subject to conditions that may require the Council's 'prior approval' regarding methods of proposed demolition and restoration.

2.5. Certain ecclesiastical buildings (which are for the time being used for ecclesiastical purposes) are not subject to local authority administration provided an equivalent approved system of control is operated by the church authority. This is known as the 'ecclesiastical exemption'. Importantly in such circumstances, church authorities still need to obtain any other necessary planning permissions under the Town and Country Planning Act 1990.

2.6. The Town and Country Planning (General Permitted Development Order) 1995 (as amended), defines the range of minor developments for which planning permission is not required and this range is more restricted in Conservation Areas. For example, the Order currently requires that the addition of dormer windows to roof slopes, various types of cladding, satellite dishes fronting a highway and a reduced size of extensions, all require planning permission in a Conservation Area.

2.7. However, even within Conservation Areas there are other minor developments that do not require planning permission. So as to provide further protection the law allows Councils to introduce additional controls if appropriate. Examples of such controls can include some developments fronting a highway or open space, such as an external porch, the painting of a house or the demolition of some gates, fences or walls. The removal of important architectural features that are important to the character or appearance of a Conservation Area such as distinctive porches, windows or walls or railings to some non-listed properties can be subject to a more detailed assessment and if appropriate made subject to protection by a legal process known as an 'Article 4 Direction' which withdraws 'Permitted Development Rights'. The use of such Directions needs to be made in justified circumstances where a clear assessment of each Conservation Area has been made. In conducting this Appraisal, consideration will be given as to whether or not such additional controls are necessary.

2.8. Works to Trees. Another additional planning control relates to trees located within Conservation Areas. Setting aside various exceptions principally relating to size and condition, any proposal to fell or carry out works to trees has to be 'notified' to the Council. The Council may then decide whether to make the tree/s subject to a Tree Preservation Order. This Appraisal diagrammatically identifies only the most significant trees or groups of trees that make an important contribution to the character of the Conservation Area, particularly when viewed from the public realm. Other trees not specifically identified may still be suitable for statutory protection. Some trees are protected by Tree Preservation Orders.

2.9. Some hedges may be protected by the Hedgerow Regulations 1997. This legislation is extremely complicated and only applies in certain situations that are determined by the location of the hedge, its age and or its historical importance, the wildlife it supports and its number of woody species.

2.10. National Planning Policy Framework. Published in March 2012, this document replaces previous advice including PPS 5, Planning for the Historic Environment. The principle emphasis of the new framework is to promote sustainable development. Economic, social and environmental roles should not be considered in isolation because they are mutually dependent and positive improvements in the quality of the built, natural and historic environment should be sought, including replacing poor design with better design. Whilst architectural styles should not be imposed it is considered proper to reinforce local distinctiveness.

2.11. Of particular relevance to this document, the new National Planning Policy Framework advises as follows:

- There should be a positive strategy in the Local Plan for the conservation of the historic environment and up-to-date evidence used to assess the significance of heritage assets and the contribution they make.
- Conservation Areas. Such areas must justify such a status virtue of being of *‘special architectural or historic interest’*.
- Heritage assets. A Heritage asset is defined as *‘a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listings)’*.
- Considerable weight should be given to conserving such heritage assets and the more important they are the greater the weight. For example the effect of an application affecting a non- designated heritage asset should be taken into account and a balanced judgment reached. Substantial harm to or loss of a grade II Listed Building should be exceptional whilst harm to heritage assets of higher status, e.g. a grade I or II* Listed Building should be wholly exceptional.
- Local Planning Authorities should look for opportunities for new development within Conservation Areas to enhance or better reveal their significance and proposals that preserve such elements should be approved.
- The use of Article 4 Directions to remove national permitted development rights should be limited to situations *‘where this is necessary to protect local amenity or the well being of the area...’*
- Green Areas. Such areas of particular importance can properly be identified for special protection as Local Green Spaces in selected situations.

2.12. East Hertfordshire’s environmental initiatives and Local Plan Policies. East Hertfordshire is committed to protecting Conservation Areas and implementing policies which preserve and enhance them; to support their preservation through the publication of design and technical advice and to be pro-active by offering grants and administering an Historic Buildings Grant Service. With regard to the latter grants are awarded on a first come first served basis in relation to works which result in the maintenance of listed buildings and other unlisted buildings of architectural or historic interest. The maximum grant will not normally exceed £1,000.

2.13. In respect of the above the Council has produced a number of leaflets and guidance notes that are available on request. Further details are provided in Appendix 1.

2.14. The Council also has a 'Buildings at Risk Register', originally produced in 2006 and updated in 2012/13. In relation to Brickendon there are no such buildings identified as being 'At Risk'. For information grant assistance not exceeding £10,000 may be available for necessary works that lead to any such buildings' long term security.

2.15. The East Herts. Local Plan was adopted by the Council in 2007. The 'saved' policies set out in the plan remain in force and are relevant in relation to Conservation Area and Historic Building considerations. The Local Plan and its policies can be viewed on the Councils website or a copy can be obtained from the Council (contact details are set out in section 7).

2.16. In accordance with the requirements of the Planning and Compulsory Purchase Act 2004, the Council is in the process of preparing a planning policy document which will replace the 2007 Local Plan. This will be known as the East Herts. District Plan (DP). Once adopted the DP will contain the relevant Council planning policies.

2.17. Brickendon Conservation Area was first designated in 1991.

Part B - APPRAISAL

3. Origins and Historical Development

3.1. There are 11 Historic Environment Records within or close to the existing Conservation Area held by the County Archaeologist, about half of which relate to Listed Buildings. Other entries of interest relate to the site of a well on Well Green, (see as illustrated on NW corner of pond on enclosed map dating from 1874); a medieval copper alloy harness pendant depicting a lion passant dating from 12/13th century found beyond the Conservation Area to the north of the church and west of Well Green. Brickendon Grange and Brickendon Green are mentioned (and described elsewhere in this document) with a reference to the former as possibly having a walled kitchen garden.

3.2. The Historic Environment Records also refer to a chance discovery of a large 'Thames Pick' found recently in 2013 to the south of Hacketts. This is believed to date from the Mesolithic period so prehistoric settlement is a possibility.

3.3. Roman settlement. Currently there is no recorded evidence to date of any Roman settlement in the immediate area.

3.4. The Domesday Book was a census commissioned by William I in 1086. In relation to Brickendon three owners are identified, namely The Canons of Holy Cross, Geoffrey de Mandeville and Sigur de Choques. The holding of the first of the above owners is described in translation thus: *The Canons themselves hold Brickendon. It is assessed at 5 hides. There is land for eight ploughs. In demense 3¹/₂ hides and there are 2 ploughs and there can be a third. There 9 villans have 4 ploughs ...There are 9 bordars and 24 cottars and 2 slaves and 1 mill...meadow for 2 ploughs, pasture for the livestock of the village...woodland for 200 pigs. In all is and was worth 100s. The manor belonged to and belongs to the Church of Holy Cross of Waltham.* Source: **Domesday Book a complete translation, Alecto Historical Associations Penguin Books 2002.**

3.5. Glossary of terms: A 'Hide' was a standard unit of land measurement interpreted to be about 120 acres. A 'villan' was a peasant legally tied to land he worked on and of higher economic status than a 'bordar' or 'cottar'. The latter occupied a cottage in return for services provided. 'Demesne' essentially means land belonging to the lord of the manor.

3.6. The naming of the Parish as Brickendon Liberty originates from its creation by Henry II which granted freedom from certain taxes.

3.7. A picture of the settlement as it can be recognised today is set out in Kelly's Directory of 1874 which refers as follows: *Brickendon is a Liberty in the parish of All Saints, and for civil purposes forms a parish...maintaining its own poor... The Liberty contains a scattered population amounting in 1871 to 743...*

3.8. Kelly's Directory of 1874 lists commercial entries being the Hart's Horns Inn, The Farmers Boy and one beer retailer. This small number of entries is not surprising bearing in mind the immediate proximity of Hertford.



Picture 1 - Chapel of the Holy Cross and Saint Alban built in 1932. Date of photo unknown, probably mid 20th century. Photo reproduced courtesy of church archive material compiled by the National Association of Decorative and Fine Arts Societies.

3.9. The publication, Place Names of Hertfordshire, Cambridge University Press 1970 advises a number of names, a selection of which are included thus: Brickandun 959; Brichendone 1086; Brekyndon 1314; Brykyngton 1454. The name possibly derives from Brica's Hill.

3.10. Plan 1 shows the existing Conservation Area boundary approximately imposed on mapping dating from the late 19th century. From this it can be seen that the settlement was very scattered and consisted of little more than the ancient Listed Buildings and Brickendon Grange and its imposing tree lined approach avenue. The map also shows a large greenhouse complex of the south side of the wall that still forms the southern boundary of Brickendon Green. Nearby paths and formality suggests this may have been a kitchen garden (perhaps associated with Brickendon Grange to which it is connected by a path). Also shown is a gravel pit to the east of Fanshaws Lane. The latter would appear to be called Back Lane, described elsewhere in this report as an ancient Green Lane.

3.11. Little change occurred by the 1920's by which time Little Farden Cottages, a group of listed building had been erected. The greenhouse complex referred to above is still shown. The large property Fanshaws was built in 1885 and appears on mapping dating from the 1920's.

3.12. The principal changes occurred from the earlier to mid 20th century onwards leaving the village much as it appears today.

4. GENERAL DESIGNATIONS AND CRITERIA USED TO IDENTIFY IMPORTANT ENVIRONMENTAL FEATURES.

4.1. Scheduled Ancient Monuments.

4.2. Areas of Archaeological Significance.

4.3. Listed buildings. Individually listed buildings have been identified, plotted and a selected few are briefly described, such abbreviated descriptions being based on the Dept. of Culture Media and Sport's list, occasionally with additional comments by the fieldworker. Full descriptions can be obtained on line at English Heritage's website or Heritage Gateway website (www.heritagegateway.org.uk) Listed Buildings are protected from unauthorised demolition, alteration or extension. Structures, including railings and walls, within the curtilage of listed buildings, if they are pre-1948, are subject to the same controls as listed buildings.

4.4. Non listed buildings of quality and worthy of protection. Such other non-listed buildings and structures that make an important architectural or historic contribution to the Conservation Area have been separately identified. The basic questions asked in identifying such buildings/structures are:

- (a) Is the non listed building/structure of sufficient architectural or historic interest whose general external form and appearance remains largely unaltered?
- (b) Does the building contain a sufficient level of external original features and materials?
- (c) Has the building retained its original scale without large inappropriate modern extensions that destroy the visual appearance particularly in respect of the front elevation?
- (d) Is the building visually important in the street scene?

4.5. Trees and Hedgerows. The basic criteria for identifying important trees and hedgerows are:-

- (a) They are in good condition.
- (b) They are visible at least in part from public view points.
- (c) They make a significant contribution to the street scene or other publicly accessible areas.

4.6. Open spaces or gaps of quality that contribute to the visual importance of the Conservation Area where development would be inappropriate have been identified. The basic question asked in identifying such areas is does the open space or gap form an important landscape feature contributing to the general spatial quality and visual importance of the Conservation Area? Private open spaces forming an important setting for an historic asset and unkempt spaces that have the potential to be enhanced are candidates for selection subject to complying with the principle question.

4.7. Other distinctive features that make an important visual or historic contribution are noted and shown diagrammatically. In relation to walls and railings those above prescribed heights in a Conservation Area (1m fronting a highway including a footpath or bridleway, water course or open space or 2m elsewhere) are protected and require permission for their demolition).

4.8. Reference has previously been made to the potential of introducing Article 4 Directions in justified circumstances and the criteria for their selection in relation to retaining features associated with selected non listed properties is as follows:

- In relation to chimneys, these need to be in good condition, contemporary with the age of the property, prominent in the street scene and complete with chimney pots. Exceptionally

particularly important chimney stacks without pots may be selected.

- In relation to selected windows, these need to be on front or side elevations, fronting and visible from the street/s, generally contemporary with the age of the property or of a sympathetic historic design and where the majority of windows of respective elevations retain their original characteristics and have not been replaced by disruptive modern glazing units.
- In relation to walls or railings, those selected need to be below the prescribed heights (walls fronting a highway including a footpath or bridleway, water course or open space 1m or 2m elsewhere require permission for their demolition), be prominent in the street scene and make a positive architectural or historic contribution to its visual appearance.
- In relation to other features, these may include good quality architectural detailing to non-listed buildings, constructed of wood, metal or other materials.
- It may also be appropriate to introduce Article 4 Directions to retain quality buildings below the prescribed threshold where permission for demolition in Conservation Areas is not required.

4.9. Features that are out of character with the Conservation Area and detract or are in poor repair have been identified.

4.10. Important views are identified.

4.11. Conservation Area boundaries. In suggesting any revisions to the Conservation Area boundaries, principal consideration has been given as to whether or not the land or buildings in question form part of an area of special architectural or historic interest whose character or appearance should be conserved. The Conservation Area can include open land that has historical associations with the built form. This may particularly be the case if such open land is environmentally important and visually forms part of the Conservation Area's setting and is distinct from open farmland.

5. GENERAL CHARACTER AND SETTING OF BRICKENDON.

5.1. In terms of its wider setting, the Landscape Character Assessment produced in 2007 as a Supplementary Planning Document, describes the Little Berkhamsted Ridge Settlements area as being a gently undulating plateau. Important landscape elements include Lime avenues

associated with parkland and where the villages are linked by narrow winding lanes on the plateau. Brickendon Green is described as a *key acid and grassland site* whilst Brickendon is described as being *an archetypal English village*. Within the area it is noted there are occasional extensive views over the valley.



Picture 2 - an extensive view across the valley looking north - west from a point between Brickendon Green and Brickendon Grange.

5.2. Within the parish there are 32 Listed Buildings and within the Conservation Area there are 8. Of these 4 date from the 16th century and 1 each from the 15th, 17th, 18th and 20th centuries. The latter is a group of estate houses in the Arts and Crafts style. All are characterised by tiled roofs. All of the Listed Buildings are Grade II and appear in general good condition. None have been identified as being 'At Risk' on the Council's Buildings at Risk Register.

5.3. This Appraisal also identifies other buildings of high quality that are not listed but that should be retained. These principally date from the 19th century and are an important element in the high environmental quality of the Conservation Area and make a contribution to its built form and historical evolution. Selected numbers of these buildings have good quality windows, chimneys and other architectural features worthy of additional protection.

5.4. There are also open spaces of considerable visual and/or of historic quality including Well Green, Brickendon Green and pasture land to the west of Fanshaws Lane.

5.5. Trees and hedgerows enhance many areas adding character and diversity to local street scenes.

5.6. This Appraisal proposes a number of alterations to the Conservation Area boundaries that are described elsewhere below.

6. DETAILED CHARACTER ANALYSIS.

6.1 **General overview.** Brickendon is essentially a linear village extending from Well Green in the east to Brickendon Green and Brickendon Grange, now associated with a golf course, in the west. The street scenes are generally open in character where historic buildings, extensive open spaces, trees and hedgerows are important elements. A modern housing estate to the east of Fanshaws Lane lies beyond the Conservation Area. To the west of Fanshaws Lane is a fine listed property being Fanshaws Mansion built in 1885. One interesting feature of the built environment in Brickendon is the presence of several 'estate type' groups of dwellings. Some of these lie within the Conservation Area, other beyond it. As described in more detail below and subject to modifying existing boundaries, the Conservation Area with its important open spaces and range of historic buildings of good quality and other important environmental features is assuredly an area *'of special architectural or historic interest, the character or appearance of which it is desirable to conserve or enhance'*.

6.2. **Scheduled Ancient Monuments.** There are no Scheduled Ancient Monuments in the parish.

6.3. **Areas of Archaeological Significance.** A small area around Bourne Orchard and another around Bentleys are so designated.

6.4. **Individually Listed Buildings.** A selection are described in abbreviated format and illustrated below.

6.5. Little Farden. Nos. 13, 15, 17, 19 - Grade II. Block of 4 estate houses. 1913 by Charles Edward Mallows probably for Demaine Saunders family. Roughcast with fan pargetting on brickwork, dark weatherboarding to apex of 2 front gables and aprons of bay windows, oak arcading to recessed fronts. Steep handmade red tile roofs with bellcast and laced valleys. A symmetrical group of Arts and Crafts style estate houses set well back from road. 4 hipped dormers on front roof slope. 4 heavy square chimneys with enlarged tops, along ridge. Cast iron pump fixed to post, with spurred spout.



Picture 3 - Little Farden , an early 20th century group of estate houses by Charles Edward Mallows.

6.6. Nos. 32, 34, and 36 Brickendon Lane - Grade II. Former farm buildings, converted to 3 houses and garages. 16th century barn, 19th century buildings to east and west converted in 20th century. Timber frames on stuccoed brick sills, dark weather boarded, steep old red tile roofs. A long 1½-storeys irregular range of buildings on north of entrance to yard at Hacketts. Interior of barn has jowled posts and clasped-purlin roof on trusses with collar and vertical queen-struts.

6.7. Bentleys Cottage - Grade II. House. 15th century or earlier. South crosswing, hall range early/mid 17th century, north bay probably 19th century, renovated after stripping to frame 1973. Timber frame on low black painted sill, roughcast with frame exposed in older parts. Steep old red tile roofs. Interior has exposed timbers ~~with original diamond mullioned windows~~ and shutter grooves in south wing.



Picture 4 - Bentleys a fine grade II listed building dating from the 15th century.

6.8. Bourne Orchard - Grade II. 16th or early 17th century, extended and given symmetrical appearance in 19th century, south east wing and windows in roof circa 1908. Timber frame on red brick sill, roughcast painted, steep old red tile roofs. A large 2-storeys, jettied, 4 windows long house, along a track from road. This house had 4 structural bays, the widest for the hall, the narrowest for the chimney and entrance lobby, where the staircase may have been sited.



Picture 5 - Bourne Orchard dating from the 16th century and modified at later dates.

6.9. Hacketts - Grade II. Late 16th or early 17th century, altered and extended circa 1920 by W.H. Godfrey. Timber frame on roughcast sill, roughcast walls. 20th century south wing and rear projection dark weather boarded on painted brick sill. Steep old red tile roofs. 2 storeys and attics, T-shaped house set well back from road facing west.

6.10. Village Hall at Fanshaw's Farm (formerly listed as Fanshaw's Farmhouse and outbuildings) Grade II. Farm buildings, one now a village hall. 17th and 18th centuries. Timber frames on red brick sills, dark weather boarded, and steep old red tile roofs, A large U-shaped contiguous group on sides of a yard to west of house. South barn is Fanshaw's Room, presented to village as village hall. May originally have housed a forge.



Picture 6 - The village Hall, ~~a successful conversion of to the left - and~~ former agricultural barn. ~~Their~~ success in part has been achieved by limiting the numbers of openings and retaining traditional materials.

6.11. Fanshaws - Grade II. This site currently lies beyond the Conservation Area but this Appraisal recommends an extension to include it. Country house, now offices. 1883-5 for Henry William Demaine Saunders*. Service wing heightened 1912, leased to Barclay family 1909-1963, then became HQ of the Institute of the Motor Industry. Red brick with red sandstone dressings and windows. Moulded brick cornices. Steep red tile roofs with parapets. A compact, 2 storeys and attics, square mansion in Jacobean style. Listed in 1988.

6.12. * Whether fact or folklore it is recorded that the first owner Mr. Demain Saunders who was a gentleman of generous proportions was concerned that should he die in bed at his home at Brickendon Grange, the narrow staircase would not be wide enough to take his coffin. This allegedly was the reason for him commissioning and building Fanshaws.

6.13. Fanshaws is a large Victorian building of considerable quality with historical associations with the village. During WWII it was a reception centre for evacuees and later and now the HQ for the Institute of the Motor Industry. It is proposed the Conservation area be extended to include it.



Picture 7 - Fanshaws. Former country house in Jacobean style, 1883-5 for Henry William Demaine Saunders. leased to Barclay family 1909-1963, and then became HQ of the Institute of the Motor Industry.

6.14. Other non listed buildings that make an important architectural or historic contribution. A number have been identified.

6.15. Brickendon Grange Golf Club. Dating from the late 19th/ early 20th century. Tall red brick building with tiled roof, dormers, prominent chimneys and tall distinctive circular turret with weather vane and finial. Fine window detailing of wooden construction with leaded panes. Stone entrance with gargoyles and inscription; elsewhere stone heraldic detailing dated 1909 (but building appears on 19th century mapping with larger footprint than current historic element). Flat roofed extensions to side and rear detract but are subservient to historic structure. Protected by normal planning controls.



Picture 8. Fine window detailing at Brickendon Grange Golf Club.



Picture 9. Brickendon Grange Golf Club. A tall brick building in Victorian gothic style dating from the late 19th/ early 20th century. Representative of its type and period.

6.16. Lodge to former Brickendon Grange. Appear as lodge on 19th century mapping. 19th century lodge building constructed of brick with tiled roof and prominent chimney with pots. Unusual decorative wooden detailing to first floor. Original porch supported on wooden brackets with tiled roof. 2 number oriel windows, one to front elevation, and one to side. An unusual and distinctive building. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 10. Former Lodge to Brickendon Grange; an unusual building of considerable quality and charm whose distinctive features warrant additional protection.

6.17. No. 34 East Cottage and adjacent dwelling. Pair of 19th century 'estate type' two storey cottages constructed of brick with decorative wooden detailing. Tiled roof with chimney and pots. Although extended and modified the mass of the building is important in the context of its setting in relation to Brickendon Green from which it is prominent.

6.18. Nos. 28-29 Brickendon Green. Pair of two storey 19th century cottages constructed of brick and render with tiled roof and central chimney with pots. Each property retains a tiled porch canopy on original wooden supports. Double gable ends to front have small areas of decorative hung tiles. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 11. Nos. 28-29 Brickendon Green - 19th century estate type cottages overlooking Brickendon Green with original porch and other detailing worthy of retention.

6.19. Nos. 20 -21, opposite Brickendon Green. Pair of prominent earlier 20th century houses with render finish, tiled roof and 2 no. chimneys with pots. Wooden window surrounds. A prominent group in the street scene. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 12. Nos. 20-21 Brickendon Green. First shown on mapping dating from the 1920's. These early 20th century properties with their steep roofs and prominent chimneys are prominent in the street scene and worthy of retention.

6.20. The Farmers Boy PH. Appears on late 19th century mapping as a PH with the same name. Two storey brick and render with slate roof and 2 no. chimneys with some pots. Of historic interest and should be retained.

6.21. 'The Five Horseshoes'. The name implies the building, now a house, was originally a PH although there is no evidence of this from available mapping. However it is understood that it used to be a beer house until it ceased in this capacity in the 1950's. A two storey rendered building with tiled roof and central chimney. Extensive decorative wooden detailing including upper window surrounds and central lozenge with words 'The Five Horseshoes' and display of same items. A pretty building that adds to the character of the street scene and local history. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 13. The Five Horseshoes believed to be a former beer house that ceased trading as same in the mid 20th century. An attractive and interesting building that contributes to the quality of the street scene.

6.22. Nos. 5-11 Brickendon Lane. A mid 20th century terrace set back from the road. Despite some later alterations such as replacement porches the form and massing of the group is pleasing and a good representation of the period. Of brick construction with prominent tiled roof and 4 no. dormers with horizontal wooden detailing and barge

boarding. 3 no prominent chimneys with pots. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification. May take its design philosophy from adjacent listed 'Little Farden'.



Picture 14. Nos. 5-11 Brickendon Lane - a mid 20th century terrace set back from the road with selected features most worthy of retention and additional protection.

6.23. Sweetings, Brickendon Lane. An imposing 20th century residence originally built in the 1930's and designed by Sir Clough Williams-Ellis whose most famous work is the village of Portmeirion in Wales. Tiled roof and prominent chimneys. A helpful discussion with the owners revealed that very significant alterations have taken place over the years and that much of the original design concept has been lost. One original external feature is the curved southern end of the house. The fieldworker was advised that the front façade consisting of decorative plaster and timber detailing was believed to have been added in the 1980's. Notwithstanding these later alterations an interesting and imposing building in part of considerable interest that should be retained.



Picture 15. Sweetings - the curved elevation is to original design by Clough Williams Ellis but the 'Elizabethan' façade is a later addition dating from the 1980's. Photo reproduced courtesy of John Lambie.

6.24. Chapel of the Holy Cross and Saint Alban. Built in the early 1930's and extended to the south west at a much later date this simple ecclesiastical building has considerable charm. Externally it is constructed of brick with part render finish and steeply pitched tiled roof with clock tower. Original windows with leaded panes. Internally the roof is supported by timbers and roof trusses reminiscent of a traditional aisled barn. Pews with carved roundels probably dating from the late 19th/ early 20th century were imported from Ely Cathedral, when alterations were undertaken to the latter by the same firm who built the chapel.



Picture 16. Chapel of the Holy Cross and Saint Alban built in the early 1930 by Rattee and Kett. A charming structure well detailed externally and internally.



Picture 17. Finely detailed windows at the Chapel of the Holy Cross and Saint Alban.

6.25. No 33 Brickendon Lane. A diminutive brick and weather boarded residence, 19th century in appearance, early windows to front. Slate roof and chimney with pots. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 18. No 33 Brickendon Lane a small and unusually designed residence, worthy of retention.

6.26. There are several other non listed buildings/structures lying currently beyond the Conservation Area which make an important architectural or historic contribution. These are in the environs of Fanshaws where the Conservation Area is proposed to be extended. These buildings are regarded as being non listed because the fieldworker was advised that when Fanshaws mansion was listed in 1988 the properties in question had been sold off and were in different ownership. Accordingly these are not regarded as 'curtilage listed'. They are: L shaped building and nearby ancillary 'well house' to south east of mansion; former 'bothy' in similar location and single storey barn in similar location. Also included in this section for convenience is tall garden wall in similar location.

6.27. L- shaped building and associated well house. Prominent late 19th/early 20th century block of estate cottages originally associated with mansion, constructed of brick with fine decorative vertical tile detailing, dormers with decorative wooden detailing and prominent chimneys. The ancillary structure is a small interesting building that the

owner advised was formerly a well house (a structure covering a well). Some original external features. No internal inspection made. Of historic interest and worthy of protection. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification should it be agreed to extend the Conservation Area.



Picture 19. Former estate cottages originally associated with Fanshaws mansion.



Picture 20. Former well house .

6.28. Former 'bothy'. Fieldworker advised this was the building's former use. A 'bothy' was often provided as accommodation for estate workers usually for gardeners and may have also provided storage for garden produce such as apples. This particular structure would have been well related to the large greenhouse complex in the walled garden nearby that are shown on mapping dating from 1920 and where apple trees

contemporary with that time still exist. Late 19th /early 20th century two storey brick construction with tiled roof and decorative wooden detailing including balcony. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification should it be decided to extend the Conservation Area.



Picture 21. Fieldworker advised this building was a former 'bothy', perhaps used as accommodation for gardening staff to tend nearby greenhouses that once existed in walled garden.

6.29. Barn dating from late 19th /early 20th century single storey weather boarded with pan tiled roof, worthy of retention.



Picture 22. Simple barn dating from late 19th/early 20th century most worthy of retention.

6.30. Walls to walled garden. These wall are very tall and of varying heights. They are extremely well maintained and a handsome feature of considerable architectural merit and historical importance. They are most worthy of retention and protection to be afforded by ther proposed Conservation Area designation. The fieldworker's preliminary view is that these walls may be of sufficient quality to be considered worthy of being afforded Listed Building status and this should be explored further with English Heritage.



Pictures 23 and 24. Prominent garden walls of considerable architectural merit and historic importance south east of Fanshaws mansion and in good condition.

Lower Picture illustrates decorative keystone detail with letters DS (Demaine Saunders, who built Fanshaws mansion).

6.31. Other distinctive features that make an important architectural or historic contribution. Walls so identified are protected from demolition without prior consent virtue of exceeding specified height or being within the curtilage of a Listed Building unless otherwise noted.

6.32. Red K6 Telephone kiosk in good condition. Designed 1935 by Sir Giles Gilbert Scott. Made by various contractors. Cast iron. Square kiosk with domed roof. Crowns to top panels. Over 2,000 of these are listed but this one is not.

6.33. Nearby is an Edward VII post box set in brick pillar. Inscribed ER VII Post Office with crown.

6.34. Tall yellow stock stock wall adjacent to south boundary of Brickendon Green, probably 3 metres + in height. Trees and other mixed vegetation to front on green obscure view of fine and unusual feature that once supported a large greenhouse on its southern side. Perhaps the opportunity exists to make parts of this historic structure more visible. Discuss issue with Parish Council.

6.35. The Garden wall to the south east of Fanshaws is described previously.

6.36. Important Open Spaces. Well Green is a prominent open space of common land at the northern entrance to the Conservation Area. There are a large number of mature trees, a pond and it is crossed by footpaths. It is a significant environmental asset of community and visual significance. It is important that its open nature is retained.

6.37. Brickendon Green. A large community open space, important in terms of its visual qualities and historic associations. Defined by wooden post and rail fencing suitably constructed in a rural vernacular style. Mature trees in some locations and prominent tree boundary to part of southern boundary, also pond. It represents an important environment asset in its own right but also provides a setting for several historic buildings on its edges. Some may argue that the play equipment visually disrupts to a degree but this needs to be considered against the obvious community benefits that accrue. In summary a most important open space whose open characteristics should be retained. This is important when considering the location of equipment such as seating signs litter bins etc. In time there may be an opportunity to rationalise/ standardise design of litter bins when considering any necessary replacements.



Picture 25. Looking across Brickendon Green from its eastern boundary towards the Village Hall. An area with historic associations and of considerable visual and communal merit. It is important its open characteristics are retained. In this respect the provision and location of any necessary additional equipment or trees need careful consideration.

6.38 Small pond partly hidden from view, surrounded by trees between village hall and nos. 20-21 Brickendon Green. Appear on 19th century mapping. Also small pond area north end of village between church and Well Green.

6.39. Pasture to west of Fanshaws Lane. Pasture land of undulating nature partly grazed by sheep. The land is defined by a strong tree belt to the north which encloses it. Its boundary to Fanshaws Lane is defined by a hedge of native species neatly trimmed. It is considered this open undulating land is environmentally important and visually forms part of the Conservation Area's setting and is properly included within the Conservation Area. It provides an important open space separating the built up main part of the Conservation Area and Fanshaws, now proposed as an extension to the Conservation Area.

6.40. Churchyard of the Chapel of the Holy Cross and Saint Alban. A large important open space with many mature trees and a selection of 20th century gravestones. Within the churchyard is a large oak cross erected in 1931 to dedicate the site. It is inscribed Divini Gloria Ruris - The Glory of the Divine Country.



Picture 26. An unusual wooden grave marker?



Picture 27. The Great Cross erected in 1931 to dedicate the land and commemorate the construction of the Chapel.

6.41. Wildlife sites. There are several such sites within or partly within the Conservation Area.

6.42. Firstly there is Brickendon Green which is described as being species rich, partly damp, neutral to acidic grassland. It supports various grasses sedges and rushes, is crossed by old ditches with a pond containing a good diversity of aquatic plant species.

6.43. Secondly there is Brickendon Lane road verges and pond described as being a network of road verges supporting a mosaic of habitats and where Common Toads have been recorded. The extensive linear strip runs from Fanshaws Lane junction through to and including Well Green.

6.44. Thirdly there is Back Lane described as an ancient green Lane bordered by a thin strip of ancient broadleaf woodland with features indicative of ancient origins. This runs the length of Fanshaws Lane and proceeds north beyond the Conservation Area.

6.45. Fourthly there is Blackfan Wood which intrudes into the far south west corner of the Conservation Area. This is described as being an ancient semi natural woodland with Oak Hornbeam and Ash with ground flora ancient woodland indicators such as Dog's Mercury, Bluebell, Violet and others.

6.46. Fifthly the area around Fanshaws is described as buildings and environs important for protected species.

6.47. Historic Parks and Gardens. (a) Hacketts is described in East Herts. District Councils Supplementary Planning Document, 'Historic Parks and Gardens' thus *Hacketts was originally part of the Brickendonbury estate, when it was a farm. It is listed in the 1622 Survey of the manor as Heckets, occupied by Thomas Fintch. Dating from 1870 with herbaceous borders, shrub beds, extensive views.*

(b) The fine walled garden enclosed by non listed historic walls previously associated with Fanshaws. Should the Historic Park and Gardens document be revised at a future date, consideration should be given to including reference to it.

6.48. Particularly important trees and hedgerows. Those trees that are most important are shown very diagrammatically on the accompanying plans. Some trees are protected by Tree Preservation Orders.

6.49. One extremely important tree feature is the avenue of lime trees forming the approach to the Golf Club. This consists of mature and recently planted replacement lime trees that make a significant visual contribution to the area. The feature is also of historic importance as it appears on 19th century mapping. It is proposed to extend the

Conservation Area boundary a short distance in a southerly direction to ensure whole avenue properly lies within the Conservation Area.



Picture 28. Avenue of lime trees leading to Golf Club, formerly Brickendon Grange. Of significant visual and historic importance.

6.50. Important views. A selection as shown on accompanying plans.

6.51. Elements out of character with the Conservation Area. A considerable number of utility poles between the church and Brickendon Green detract. In the first instance it is suggested appropriate utility company be approached with a view to seeking their long term co-operation in reducing the visual impact of this overhead infrastructure.

6.52. Opportunities to secure improvements. Contact relevant utility companies to ascertain potential to reduce visual impact of overhead services.

6.53. Suggested boundary changes. Councils have a responsibility to ensure their designated areas justify Conservation Area status and are not devalued through the designation of areas that lack special interest. A number of boundary adjustments are proposed.

6.54. Firstly an area of paddock land to the south west of Bourne Orchard is proposed for inclusion. In this location the existing Conservation Area boundary cuts across the middle open of paddock land and the revised boundary is adjusted to follow well defined features on the ground, namely well maintained native hedges to the south and east.

6.55. Secondly a minor adjustment is proposed to ensure inclusion of the southern avenue of Lime trees leading to the golf club building

(formerly Brickendon Grange).

6.56. Thirdly a minor adjustment is proposed to include the whole pond on the western side of the road between the churchyard and Well Green.

6.57. Fourthly it is proposed to extend the Conservation Area around Fanshaws mansion to include a heavily treed and wooded environment which provides the historic setting for a listed Jacobean styled mansion and other unlisted buildings of historic importance including a fine walled garden that once had close associations with the main mansion (See previous pictures).

6.58. Fifthly it is proposed to exclude mid 20th century properties being nos. 23-26 Brickendon Green. These are modern single storey residential properties on the edge of the Conservation Area of insufficient architectural merit or historic importance to merit continued inclusion.



Picture 29. Mid 20th century properties on the edge of the Conservation Area that lack sufficient architectural merit or historic importance to warrant continued inclusion.

6.59. ***Other actions.*** Explore further the potential of listing the walls to walled garden, in proposed extension to the Conservation Area. Also consider including walled garden in any future revision to East Herts. District Councils Supplementary Planning Document, 'Historic Parks and Gardens'.

PART C - MANAGEMENT PROPOSALS.

7. MANAGEMENT PROPOSALS.

7.1. ***Revised Conservation Area Boundaries.*** The revised boundaries include the following amendments.

(a) Include an area of paddock land to the south west of Bourne Orchard. In this location the revised boundary is adjusted to follow defined features on the ground, namely well maintained native hedges to the south and east.

(b) Extend boundary by minor adjustment is to ensure full inclusion of the southern line of Lime trees being part of avenue leading to the golf club building (formerly Brickendon Grange).

(c) minor adjustment to include whole pond area on the western side of the road between the churchyard and Well Green.

(d) include an area around Fanshaws mansion being a heavily treed and wooded environment which provides the historic setting for a listed Jacobean styled mansion and other unlisted buildings of historic importance including a fine walled garden.

(e) Exclude nos. 23-26 Brickendon Green at southern end of the existing Conservation Area.

7.2. General Planning Control and Good Practice within the Conservation Area. All 'saved' planning policies are contained in the East Herts. Local Plan Second Review adopted in April 2007. It is currently against this document and the National Planning Policy Framework that the District Council will process applications.

7.3. Applicants considering submitting any application should carefully consider the relevant policies and if necessary contact Council Officers to seek pre-application advice. For further details including advice on Planning Applications, Conservation Areas, Listed Buildings, Landscaping and other general administrative advice, please contact the Planning Department for assistance.

Telephone no. 01279 655261

E-mail planning@eastherts.gov.uk

Or write to E.H.D.C. Wallfields, Pegs Lane, Hertford SG13 8EQ

7.4. Applicants may also wish to refer to one of the several Guidance Notes referred to in Appendix 1 below. It is not the role of this document to recommend the location of future development. However the Parish Council sought guidance in relation to the type and style of any possible small scale developments. Bearing in mind the tradition in Brickendon of 'estate type' terraces of dwellings with steeply pitched tiled roofs dormers and prominent chimneys, a continuation of this style, should the opportunity arise, commends itself.

7.5. Planning Control - Potential need to undertake an Archaeological Evaluation. Within the sites designated as being an Area of Archaeological Significance, the contents of policies BH1, BH2 and BH3 are particularly relevant.

7.6. Listed Building Control and Good Practice. Those buildings that are individually listed are identified. Other pre-1948 buildings, structures or walls within the curtilage of a Listed Building are similarly protected in law. Explore further the potential of listing the walls to walled garden, in proposed extension to the Conservation Area.

7.7. Listed Buildings are a significant asset in contributing to the quality of the Conservation Area. It is essential that their architectural detailing is not eroded nor their other qualities and settings compromised.

7.8. Planning Control – Other Unlisted Buildings that make an Important Architectural or Historic Contribution. Within the existing Conservation Areas and proposed extension in the environs of Fanshaws this Appraisal has identified 14 unlisted buildings/ groups of buildings that are considered to have sufficient qualities to be described thus. These are: Brickendon Grange Golf Club, former lodge to previous, no. 34 East Cottage and adjacent dwelling, nos. 28-29 Brickendon Green, nos. 20-21 opposite Brickendon Green, The Farmers Boy PH, The former Five Horseshoes, Nos. 5-11 Brickendon Lane, Sweetings, Chapel of The Holy Cross and Saint Alban, no. 33 Brickendon Lane, former estate cottages and ancillary well house south east of Fanshaws, former 'bothy' south east of Fanshaws and barn south east of Fanshaws. Any proposal involving the demolition of such buildings within the Conservation Area is unlikely to be approved.

7.9. There are other distinctive features that are integral to some of the important unlisted buildings identified in the above paragraph that make an important architectural or historic contribution, including selected chimneys, windows and other architectural detailing. In some situations protection already exists through existing planning controls but in other cases protection could only be provided by removing Permitted Development Rights via an Article 4 Direction. The associated legislation is complex. Should the Council consider such a course of action appropriate there would be a process of notifying the affected owners separately at a later date. This would be associated with further detailed consideration and possible refinement.

7.10. Planning Control – Other unlisted distinctive features that make an Important Architectural or Historic Contribution. This Appraisal has identified walls that make a particular contribution to the character of the Conservation Area. Those within a Conservation Area are protected virtue of exceeding the specified heights relevant to Conservation Area legislation. Any proposal involving the demolition of such walls is unlikely to be approved.

7.11. Planning control - Wildlife Sites. Five such sites have been identified. Any development that adversely affects wildlife species occupying such sites will not normally be permitted and would need clear justification. Proposals will be considered against Policies ENV 14 and ENV 16.

7.12. Planning Control – Locally Important Historic Parks and gardens. EHDC Supplementary Planning Document ‘Historic Parks and Gardens’ has identified the garden at Hacketts thus. Proposals that significantly harm such gardens special character will not be permitted and will be considered against Policy BH16.

7.13. Planning Control – Important open land, open spaces and gaps. This Appraisal has identified the following particularly important open spaces: Well Green, Brickendon Green, selected ponds, pasture to the west of Fanshaws Lane and churchyard of the Holy Cross and Saint Alban. These open spaces will be protected.

7.14. Planning Control – Particularly important trees and hedgerows. Only the most significant trees are shown diagrammatically. It has not been possible to plot trees on inaccessible land. Subject to certain exceptions all trees in a Conservation Area are afforded protection and a person wanting to carry out works has to notify the Council. Trees that have not been identified may still be considered suitable for protection by Tree Preservation Orders. Owners are advised to make regular inspections to check the health of trees in the interests of amenity and Health and Safety. Some trees are already covered by existing Tree Preservation Orders.

7.15. Planning Control - Important views. Views of A selection of general views are diagrammatically shown. Policy BH6 is particularly relevant.

7.16. Enhancement Proposals. The Appraisal has identified only one element that detracts being summarised in the Table below together with a proposed course of action; other actions are also identified. Within the staff and financial resources available, Council Officers will be pro-active and provide assistance. It must be recognized that such improvements will generally be achieved only by the owner’s co-operation.

Detracting element	Location	Proposed Action.
Utility poles and associated overhead infrastructure	Length of main street	Contact appropriate utility companies to discuss potential for long term resolution
Other Actions.		
Explore further the potential of listing the walls to walled garden, in proposed extension to the Conservation Area		

Explore potential of including same walled garden in East Herts. District Councils Supplementary Planning Document, 'Historic Parks and Gardens' if that document is revised at a future date.

Wall to south side of Brickendon Green. Discuss potential of increasing visibility of this historic feature by removing some obscuring vegetation to front at Brickendon Green.

Appendix 1. Guidance notes produced by East Hertfordshire District Council. The following represent useful technical information and can be obtained via the details provided above.

- 1. Brick Repointing and Repair.**
- 2. Conservation Areas.**
- 3. Cleaning Historic Brickwork.**
- 4. Farm Buildings.**
- 5. Flint and Flint Wall Repair.**
- 6. Hard Landscaping in Historic Areas.**
- 7. Listed Buildings.**
- 8. Rainwater Goods and Lead.**

REVISED CONSERVATION AREA BOUNDARY: Local Policies BH5-BH6 particularly apply



AREAS OF ARCHAEOLOGICAL SIGNIFICANCE: Local Policies BH1-BH3 particularly apply



INDIVIDUALLY LISTED BUILDINGS/STRUCTURES: NPP policies apply



UNLISTED BUILDINGS TO BE PROTECTED FROM DEMOLITION

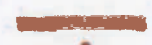


UNLISTED BUILDINGS/FEATURES CONSIDERED OF SUFFICIENT QUALITY TO BECOME LISTED.



OTHER DISTINCTIVE FEATURES TO BE PROTECTED FROM DEMOLITION WITHIN PARAMETERS OF EXISTING LEGISLATION: (includes features within the curtilage of Listed Buildings and walls/railings above the specified heights)

Walls/railings



Tombstones and wooden cross

Post Box

Telephone Kiosk



SELECTED FEATURES ON UNLISTED BUILDINGS WHERE ADDITIONAL CONTROLS ARE PROPOSED SUBJECT TO FURTHER CONSIDERATION AND NOTIFICATION (by Article 4 Direction)



IMPORTANT OPEN SPACES TO BE PROTECTED



IMPORTANT WATER FEATURES TO BE PROTECTED



GENERAL LOCATION OF IMPORTANT TREES/HEDGEROWS TO BE PROTECTED WITHIN PARAMETERS OF LEGISLATION



WILDLIFE SITES TO BE PROTECTED: Local policies Env 14 and Env 16 particularly apply



HISTORIC PARKS AND GARDENS TO BE PROTECTED: Local policy BH16 particularly applies



PROPOSED EXTENSIONS TO THE CONSERVATION AREA



PROPOSED REDUCTIONS OF THE CONSERVATION AREA



AREAS OF ARCHAEOLOGICAL SIGNIFICANCE



INDIVIDUALLY LISTED BUILDINGS/STRUCTURES



UNLISTED BUILDINGS THAT MAKE AN IMPORTANT ARCHITECTURAL OR HISTORIC CONTRIBUTION



OTHER DISTINCTIVE FEATURES THAT MAKE AN IMPORTANT ARCHITECTURAL OR HISTORIC CONTRIBUTION

Walls



Tombstones and wooden cross



Post Box



Telephone Kiosk



IMPORTANT OPEN SPACES



IMPORTANT WATER FEATURES



GENERAL LOCATION OF IMPORTANT TREES/HEDGEROWS

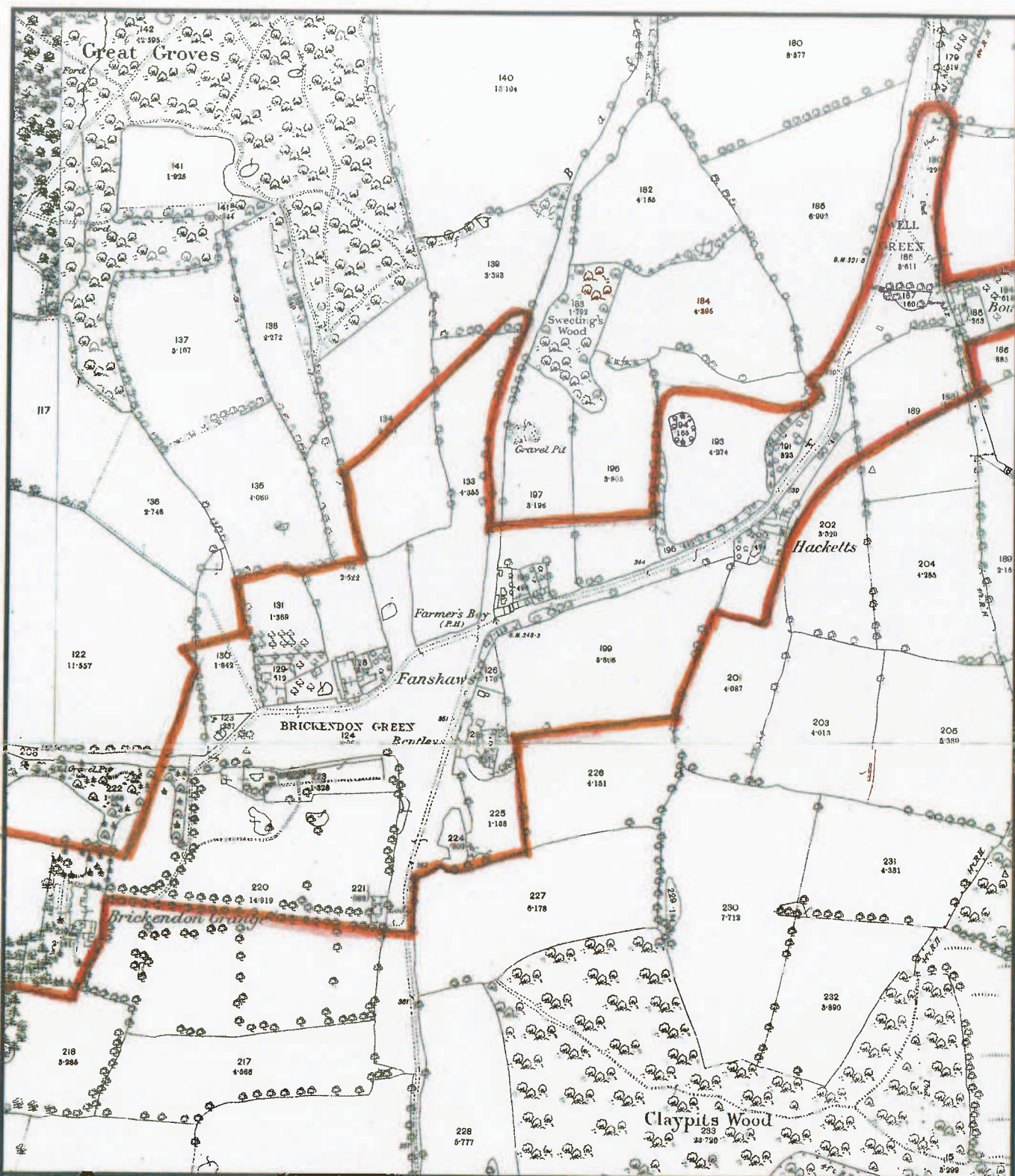


WILDLIFE SITES



LOCALLY IMPORTANT HISTORIC PARKS AND GARDENS



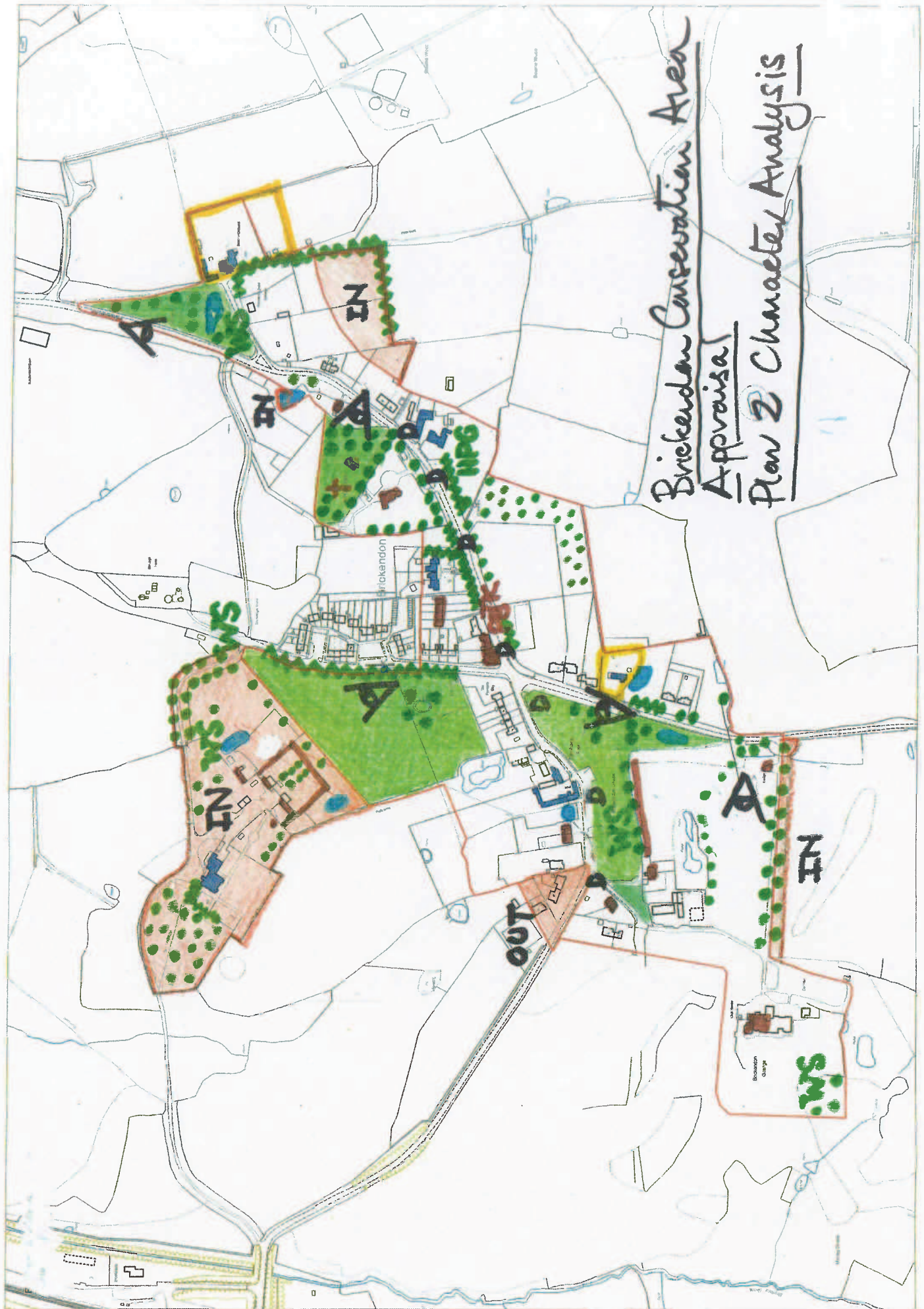


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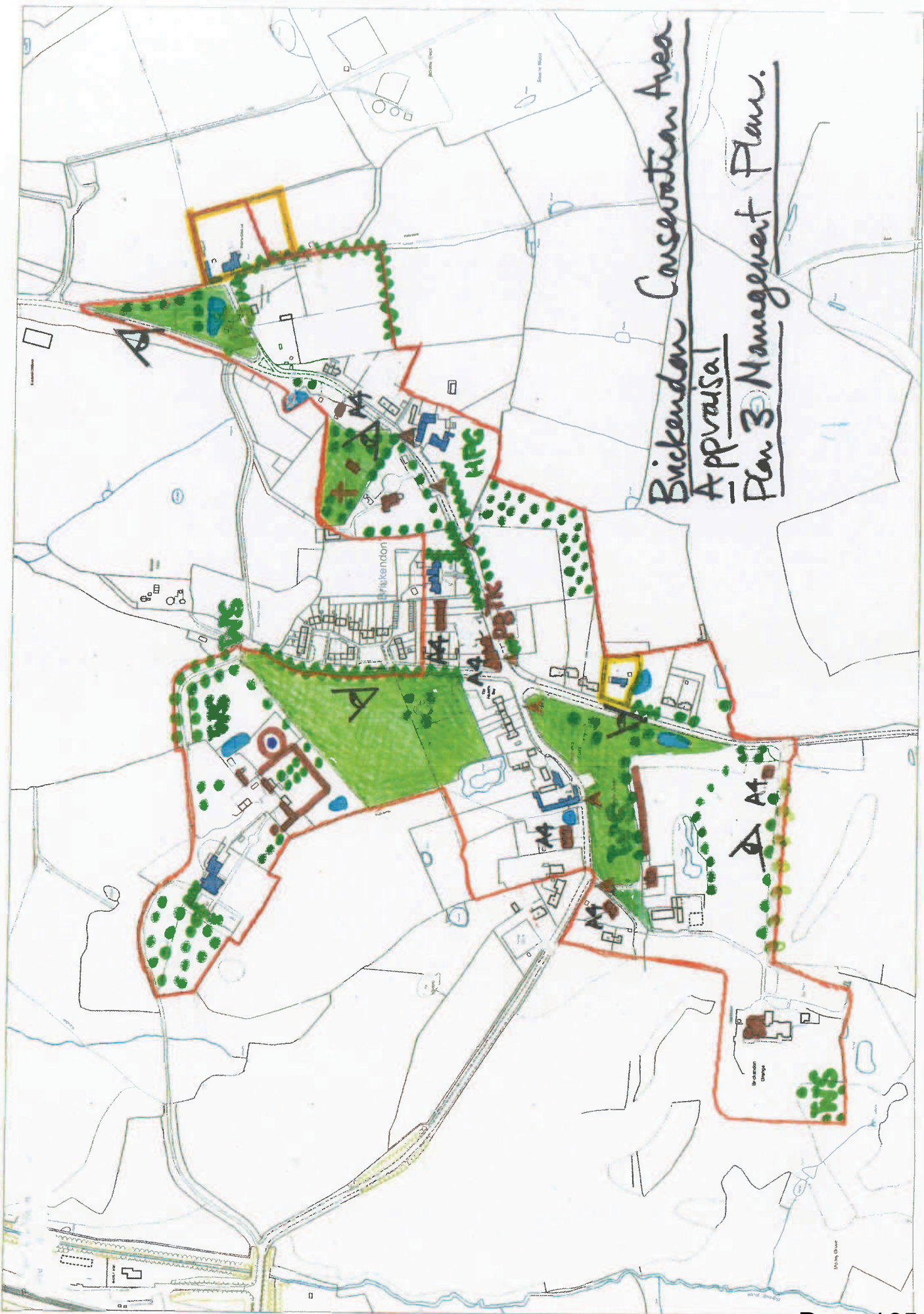


Brickendon Conservation Area Appraisal
 Plan 1 - existing Conservation Area boundary
 approximately plotted on map dating from 1874.

Brickendon Conservation Area
Appraisal
Plan 2 Character Analysis



Bickendon Conservation Area
Appraisal
Plan 3 Management Plan.



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EAST HERTS COUNCIL

EXECUTIVE - 4 NOVEMBER 2014

REPORT BY EXECUTIVE MEMBER FOR STRATEGIC
PLANNING AND TRANSPORT

LITTLE BERKHAMSTED CONSERVATION AREA APPRAISAL
AND MANAGEMENT PLAN

WARD(S) AFFECTED: HERTFORD RURAL SOUTH

Purpose/Summary of Report

- To enable Members to consider the Little Berkhamsted Conservation Area Appraisal following public consultation.

<u>RECOMMENDATIONS FOR EXECUTIVE:</u> That	
(A)	the responses to the public consultation be noted and the Officer responses and proposed changes to the Little Berkhamsted Conservation Area Appraisal be supported;
(B)	authority be delegated to the Head of Planning and Building Control, in consultation with the Executive Member for Strategic Planning and Transport, to make any further minor and consequential changes to the Appraisal which may be necessary; and
(C)	the Little Berkhamsted Conservation Area Appraisal be supported for adoption;
<u>RECOMMENDATIONS FOR COUNCIL:</u> That:	
(A)	the responses to the public consultation be noted and the Officer responses and proposed changes to the Little Berkhamsted Conservation Area Appraisal be agreed; and

(B)	the Little Berkhamsted Conservation Area Appraisal be adopted.

1.0 Background.

1.1 East Herts has a rich environmental heritage which includes 42 Conservation Areas. The East Herts Local Plan commits the Council to review its Conservation Areas, a requirement which is also set out in national legislation.

1.2 The review of Little Berkhamsted's Conservation Area is the one in a series of reviews undertaken in 2013/2014. These reviews are now being presented for Members consideration. In each case a report is presented when a public consultation exercise has been undertaken in relation to each individual settlement.

1.3 Each document identifies the special character of the respective Conservation Area together with the elements that should be retained or enhanced and those which detract from the identified character. Existing boundaries are reviewed and, where appropriate, practical enhancement proposals are suggested.

1.4 Once Members have considered each Appraisal, and the document has been adopted by the Council, they will become a 'material consideration' in the process of determining planning applications.

2.0 Little Berkhamsted Conservation Area Appraisal

2.1 Little Berkhamsted's Conservation Area was designated in 1981 and the Little Berkhamsted Conservation Area Appraisal was completed in 2014. There was a period of public consultation from July until September 2014. A public meeting jointly in association with Brickendon Conservation Area Appraisal was held on 31 July 2014 at which about 30 members of the public were in attendance. Responses were received from the Parish Council and from one other person. The headline issues are set out in the following

paragraphs:

- 2.2 *General content of Appraisal:* The Appraisal sets out a revision to the Conservation Area boundary to (1) include parts of Stockings Lane and Old Manor House complex and Culverwood House and (2) adjust the boundary at the northern end of Breach Lane to reflect physical boundaries on the ground. It identifies the key environmental features and the manner in which they can be controlled. In relation to Little Berkhamsted the most relevant ones are: Listed Buildings including structures in their curtilages; non listed buildings of quality worthy of protection; other unlisted distinctive features worthy of protection and important open land and spaces.
- 2.3 *Listed buildings and structures in their curtilages:* These are protected by legislation and have been identified in the Appraisal.
- 2.4 *Non listed buildings of quality worthy of protection:* Thirteen such buildings have been identified that make a positive contribution to the Conservation Area and these should be retained through the planning process. A number of these buildings have distinctive features whose adequate protection could formally be achieved through the introduction of an Article 4 Direction which removes Permitted Development Rights. A general paper on this subject in relation to all Conservation Area Appraisals will be presented for Members future consideration.
- 2.5 *Other unlisted distinctive features worthy of protection:* A number have been identified and include walls. These are important to the rural qualities and character of Little Berkhamsted. Most are protected by virtue of being within the curtilages of Listed Buildings or above prescribed heights (which means that it is necessary to seek consent before demolition is undertaken). Those within the Conservation Area are protected by virtue of being above prescribed heights (which means that it is necessary to seek consent before demolition is undertaken). An extensive walled garden, currently beyond the Conservation Area, north of Stockings Lane, is not protected. However its protection from substantial demolition will be provided if

Members agree the proposal to extend the Conservation Area in this location.

2.6 *Important open land and spaces:* The Appraisal has identified several such important open spaces that materially contribute to the character or appearance of the Conservation Area that should be protected through the planning process.

2.7 *Enhancement proposals to deal with detracting elements:* A number have been identified and mainly include walls in need of repair. It is accepted that such improvements will often only be carried out with the co-operation of owners and other local bodies and organisations. However the District Council may have a role to play in some instances, for example by offering technical advice; by determining applications and where appropriate offering grant assistance.

3.0 Consultation Feedback

3.1 The Parish Council supported the document.

3.2 Other comments received through the consultation process are set out in the table included as **Essential Reference Paper B** arranged in the subject order set out above.

3.3 **Essential Reference Paper C** is a copy of the Little Berkhamsted Conservation Appraisal and Management Plan as it appeared at the consultation draft stage with any necessary track or other changes. Further minor changes will be incorporated reflecting the status of the final document once Members have considered it for adoption.

3.4 In summary it is recommended that the Little Berkhamsted Conservation Area Appraisal and Management Plan be adopted and be used in the process of determining planning applications.

4.0 Implications/Consultations

4.1 Information on any corporate issues and consultation associated with this report can be found within **Essential**

Reference Paper A.

Background Papers

None

Contact Member: Cllr Mike Carver – Executive Member for
Strategic Planning and Transport
mike.carver@eastherts.gov.uk

Contact Officer: Kevin Steptoe – Head of Planning and
BuildingControl
kevin.steptoe@eastherts.gov.uk

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ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives	<p>Place This priority focuses on sustainability, the built environment and ensuring our towns and villages are safe and clean.</p> <p>Prosperity This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic opportunities and delivering cost effective services.</p>
Consultation:	<i>Community consultation has been undertaken as set out in the report</i>
Legal:	<i>Preparation of the Appraisal fulfils statutory requirements.</i>
Financial:	<p><i>Costs associated with the preparation of the Appraisal are met from within existing staffing and operational budgets.</i></p> <p><i>The Appraisal suggests works and actions which could be undertaken to enhance the character and appearance of the conservation Area and remove detracting elements. The Council is not committed to undertaking these further actions. There will be potential revenue and capital costs associated with doing so – which can be further assessed on reaching a decision whether to undertake further action.</i></p>
Human Resource:	<i>No additional staffing implications</i>
Risk Management:	<i>No significant risk issues</i>

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Essential Reference Paper B

Issue	Representations made	Officer comment
General	The Parish Council support the document.	The Parish Council's support is appreciated.
Listed Buildings or buildings within their curtilages	<p>The owner of the Yard House consider these buildings which are described as being in the curtilage of a Listed Building are not worthy of such a listing status. However he agrees that the group makes 'a valuable contribution to the street scene and should be retained'.</p>	<p>The appraisal document as written accepts the complications of assessing what may constitute 'curtilage listed' and considers whatever legal interpretation is made the buildings in question are worthy of retention. Following a site meeting the fieldworker was able to gain further appreciation of the works previously carried out by grant of planning permission. These works have been sympathetically executed. The fieldworker remains of the opinion that the buildings are properly identified as being curtilage listed; an opinion the owner seemed to respect.</p>

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LITTLE BERKHAMPSTED CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN

DRAFT FOR CONSULTATION

2014



Website: www.eastherts.gov.uk
E-mail: caappraisal@eastherts.gov.uk
Phone: 01992 531590

East Herts. District Council
Pegs Lane, Hertford, SG13 8EQ

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LITTLE BERKHAMSTED CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN

DRAFT FOR CONSULTATION

2014

This Appraisal has been produced by Officers of East Hertfordshire District Council to assess the current condition of the Little Berkhamsted Conservation Area, to identify where improvements can be made and to advise of any boundary changes that are appropriate. The document is in draft form and will be subject to public consultation and agreement by District Council Members.

1. Introduction.

1.1. The historic environment cannot be replaced and is a resource that is both fragile and finite. Particularly in an age when society and its needs change with rapidity, the various historic and architectural elements of Conservation Areas can be perceived to interact in a complex manner and create a 'unique sense of place' that is appreciated by those lucky enough to reside in such special places and the many interested persons who appreciate and visit them.

1.2. East Hertfordshire District has a particularly rich and vibrant built heritage, featuring 42 Conservation Areas and approximately 4,000 fine listed buildings displaying a variety of styles representative of the best of architectural and historic designs from many centuries. Generally and very importantly the clear distinction between built form and open countryside has been maintained.

1.3. The District is situated in an economically buoyant region where an attractive environment, employment opportunities and excellent transport links, road rail and air, make it a popular destination to live and work. In addition to London a short commuting distance away, the District is influenced by other factors beyond its administrative area, such as Stansted Airport and the towns of Harlow and Stevenage. With such dynamics it is inevitable that the historic environment will be subject to pressures which emphasize the need to protect it.

1.4. The East Hertfordshire Local Plan Second Review, adopted in April 2007, recognises these facts and commits the Council to review its Conservation Areas and their boundaries. The production of this document is very much part of this process.

1.5. Conservation Areas are environments which are considered worthy of protection as a result of a combination of factors such as the quality of design and setting of the buildings or their historic significance. In addition to the individual qualities of the buildings themselves, there are

other factors such as the relationships of the buildings with each other, the quality of the spaces between them and the vistas and views that unite or disrupt them. The relationship with adjoining areas and landscape, the quality of trees, boundary treatments, advertisements, road signage, street furniture and hard surfaces, are also important features which can add to or detract from the Conservation Area.

1.6. This Appraisal recognises the importance of these factors and will consider them carefully. Once approved this document will be regarded as a 'material consideration' when determining planning applications. The document also puts forward simple practical management proposals that would improve the character of the Conservation Area and which are capable of being implemented as and when resources permit.

1.7. The recommendations concerning non-listed buildings and structures are normally formed by the field workers observations made from the public realm and seldom involve internal inspection or discussions with owners. Thus such recommendations contained in this Appraisal might be subject to reconsideration through the planning application process, where that is necessary, and which would involve the submission of additional information. Similar considerations apply to estimating dates of buildings.

1.8. This Conservation Appraisal will:

- Identify the special character of Little Berkhamsted Conservation Area.**
- Identify elements that should be retained or enhanced;**
- Identify detracting elements;**
- Review the existing boundaries;**
- Put forward practical enhancement proposals;**

1.9. The document will be prepared in partnership with the Parish Council and the local community through the consultation process.

1.10. Acknowledgement and thanks are recorded to Hertfordshire County Council whose Historic Environment Unit has been particularly helpful.

1.11. This document is written in three parts: Part A - Legal and Policy Framework. Part B - Appraisal; Part C - Management Proposals.

PART A - LEGAL AND POLICY FRAMEWORK

2. Legal and Policy framework.

2.1. The legal background for designating a Conservation Area is set out in Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. This states that the Council shall from time to time designate Conservation Areas, which are defined as being ‘areas of special architectural or historic interest, the character or appearance of which it is desirable to conserve or enhance’. The same section of the Act also requires that Councils undertake periodic reviews.

2.2. Section 71 of the Act requires Councils to ‘formulate and publish proposals for the preservation and enhancement’ of Conservation Areas and hold a public meeting to consider them.

2.3. Within Conservation Areas there are additional planning controls and if these are to be supported it is important that the designated areas accord with the statutory definition and are not devalued by including land or buildings that lack special interest.

2.4. Planning permission is required for the demolition of a building in a Conservation Area but is subject to certain exceptions. For example, it does not apply to Listed Buildings which are protected by their own legislation but is relevant to other non listed buildings in the Conservation Area above a threshold size set out in legislation*. Looking for and assessing such buildings is therefore a priority of this Appraisal.

* The demolition of a building not exceeding 50 cubic metres is not development and can be demolished without planning permission. Demolition of other buildings below 115 cubic metres are regarded as 'Permitted Development' granted by the General Permitted Development Order, subject to conditions that may require the Council's 'prior approval' regarding methods of proposed demolition and restoration.

2.5. Certain ecclesiastical buildings (which are for the time being used for ecclesiastical purposes) are not subject to local authority administration provided an equivalent approved system of control is operated by the church authority. This is known as the ‘ecclesiastical exemption’. Importantly in such circumstances, church authorities still need to obtain any other necessary planning permissions under the Town and Country Planning Act 1990.

2.6. The Town and Country Planning (General Permitted Development Order) 1995 (as amended), defines the range of minor developments for which planning permission is not required and this range is more restricted in Conservation Areas. For example, the Order currently requires that the addition of dormer windows to roof slopes, various types of cladding, satellite dishes fronting a highway and a reduced size of extensions, all require planning permission in a Conservation Area.

2.7. However, even within Conservation Areas there are other minor developments that do not require planning permission. So as to provide further protection the law allows Councils to introduce additional controls if appropriate. Examples of such controls can include some developments fronting a highway or open space, such as an external porch, the painting of a house or the demolition of some gates, fences or walls. The removal of important architectural features that are important to the character or appearance of a Conservation Area such as distinctive porches, windows or walls or railings to some non-listed properties can be subject to a more detailed assessment and if appropriate made subject to protection by a legal process known as an 'Article 4 Direction' which withdraws 'Permitted Development Rights'. The use of such Directions needs to be made in justified circumstances where a clear assessment of each Conservation Area has been made. In conducting this Appraisal, consideration will be given as to whether or not such additional controls are necessary.

2.8. Works to Trees. Another additional planning control relates to trees located within Conservation Areas. Setting aside various exceptions principally relating to size and condition, any proposal to fell or carry out works to trees has to be 'notified' to the Council. The Council may then decide whether to make the tree/s subject to a Tree Preservation Order. This Appraisal diagrammatically identifies only the most significant trees or groups of trees that make an important contribution to the character of the Conservation Area, particularly when viewed from the public realm. Other trees not specifically identified may still be suitable for statutory protection.

2.9. Some hedges may be protected by the Hedgerow Regulations 1997. This legislation is extremely complicated and only applies in certain situations that are determined by the location of the hedge, its age and or its historical importance, the wildlife it supports and its number of woody species.

2.10. National Planning Policy Framework. Published in 2012, this document replaces previous advice including PPS 5, Planning for the Historic Environment. The principle emphasis of the new framework is to promote sustainable development. Economic, social and environmental roles should not be considered in isolation because they are mutually dependent and positive improvements in the quality of the built, natural and historic environment should be sought, including replacing poor design with better design. Whilst architectural styles should not be imposed it is considered proper to reinforce local distinctiveness.

2.11. Of particular relevance to this document, the new National Planning Policy Framework advises as follows:

- **There should be a positive strategy in the Local Plan for the conservation of the historic environment and up-to-date evidence**

used to assess the significance of heritage assets and the contribution they make.

- **Conservation Areas.** Such areas must justify such a status virtue of being of *'special architectural or historic interest'*.
- **Heritage assets.** A Heritage asset is defined as *'a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listings)'*.
- **Considerable weight should be given to conserving such heritage assets and the more important they are the greater the weight.** For example the effect of an application affecting a non- designated heritage asset should be taken into account and a balanced judgment reached. Substantial harm to or loss of a grade II Listed Building should be exceptional whilst harm to heritage assets of higher status, e.g. a grade I or II* Listed Building should be wholly exceptional.
- **Local Planning Authorities should look for opportunities for new development within Conservation Areas to enhance or better reveal their significance and proposals that preserve such elements should be approved.**
- **The use of Article 4 Directions to remove national permitted development rights should be limited to situations *'where this is necessary to protect local amenity or the well being of the area...'***
- **Green Areas.** Such areas of particular importance can properly be identified for special protection as Local Green Spaces in selected situations.

2.12. East Hertfordshire's environmental initiatives and Local Plan Policies. East Hertfordshire is committed to protecting Conservation Areas and implementing policies which preserve and enhance them; to support their preservation through the publication of design and technical advice and to be pro-active by offering grants and administering an Historic Buildings Grant Service. With regard to the latter grants are awarded on a first come first served basis in relation to works which result in the maintenance of listed buildings and other unlisted buildings of architectural or historic interest. The maximum grant will not normally exceed £1,000.

2.13. In respect of the above the Council has produced a number of leaflets and guidance notes that are available on request. Further details are provided in Appendix 1.

2.14. The Council also has a 'Buildings at Risk Register', originally produced in 2006 and updated in 2012/13. In relation to Little Berkhamsted there are no such buildings identified as being 'At Risk'. For information grant assistance not exceeding £10,000 may be available for necessary works that lead to such buildings' long term security.

2.15. The East Herts. Local Plan was adopted by the Council in 2007. The 'saved' policies set out in the plan remain in force and are relevant in relation to Conservation Area and Historic Building considerations. The Local Plan and its policies can be viewed on the Councils website or a copy can be obtained from the Council (contact details are set out in section 7).

2.16. In accordance with the requirements of the Planning and Compulsory Purchase Act 2004, the Council is in the process of preparing a planning policy document which will replace the 2007 Local Plan. This will be known as the East Herts District Plan (DP). Once adopted the DP will contain the relevant Council planning policies.

2.17. Little Berkhamsted Conservation Area was designated in 1981.

Part B - APPRAISAL

3. Origins and Historical Development

3.1. There are 9 records within the existing Conservation Area held by the County Archaeologist with notes relying in part on the Listed Building descriptions (see below). None of the entries relate to dates of antiquity but that does not necessarily mean there was no settlement in such early times. Other entries beyond the Conservation Area but in reasonably close proximity identify the site of a mid 19th century village school and nearby mid 19th century allotments which remained in use until the late 20th century.

3.2. The Domesday Book was a census commissioned by William I in 1086. In relation to Little Berkhamsted it states *Land of Hardwin de Scales. Harwin himself holds Little Berkhamsted. It is assessed at 5 hides. There is land for 8 ploughs. In demense 5 hides...6 villans with 5 bordars...there are 6 cottars and 1 slave, meadow for 3 ploughs woodland for 50 pigs...Of this manor Saemaer the priest held 2 hides...These lands belonged (i.e. before The Conquest) to the alms of King Edward....* Source: Source: Domesday Book a complete translation, Alecto Historical Associations Penguin Books 2002.

3.3. Glossary of terms: A 'Hide' was a standard unit of land measurement interpreted to be about 120 acres. A 'villan' was a peasant legally tied to land he worked on and of higher economic status than a 'bordar' or 'cottar'. The latter occupied a cottage in return for services

provided. 'Demesne' essentially means land belonging to the lord of the manor.

3.4. It is said that it was here at Berkhamsted that William the Conqueror accepted the surrender of the City of London after the Battle of Hastings (Little Berkhamsted or Berkhamsted ?)

3.5. A picture of the settlement as it can be recognised today is set out in Kelly's Directory of 1874 which refers as follows: *Little Berkhamsted is a parish and small village...3 miles south from Cole Green Station...The church of St Mary (as it was then called) is a neat building and was thoroughly repaired and beautified in 1857 at a cost of upwards of £1000, of which £550 was raised by subscription...Here is a National School for Boys and Girls...A Provident Society is liberally supported by the neighbouring nobility and gentry. The soil is clayey and gravel; subsoil clay and chalk. The chief crops are grass and wheat...and the population in 1871 was 408.*



Picture 1. Looking north along Church Road towards the location of the War Memorial. The latter was erected in 1921 so this photograph must have been taken before that date. Reproduced courtesy of Hertfordshire Records and Local Studies.

3.6. Kelly's Directory of 1874 lists the following commercial entries: Builders (2), beer retailers (3), grocer and Post Office, shopkeeper, blacksmith, baker, shoemaker, beer retailer and carpenter, The Five Horseshoes PH and a provident Benefit Society.



Picture 2. Farming activity on site of present Vicarage, photo courtesy of Jerry O'Reilly

3.7. The publication, Place Names of Hertfordshire, Cambridge University Press 1970 advises several names, a selection of which are included thus: Berchehastede (1086), Parvam Berkamstede (1244), Barkehamsted Parva (1539). The name possibly derives of words translated as Birch tree homestead.

3.8. Plan 1 shows the existing Conservation Area boundary approximately imposed on mapping dating from the late 19th century. Hereon can be seen an extensive area of allotment gardens adjacent to a school for Boys and Girls in the south along Church Road. The Rectory is located immediately to the east of the church and Stratton's Tower is annotated as Berkhamstead Monument. Note: spelling detail of the latter was the same spelling as used in the place name at that time. Little development had taken place along Stockings Lane but what is now Garden House already existed forming part of Culverwood House further north with its formal gardens and walled enclosure with greenhouses (see Picture 16).

3.9. Mapping from the 1920's shows additional development had taken place and for example a new Rectory had been built at what is now Trewinnard House at the corner of Breach Lane. In the north Manor House had been constructed along with houses along Stockings Lane. The War Memorial had been erected by then. An annotation 'Stone' in the field immediately to the north of Trewinnard House is also shown. Is there local knowledge of what this may be? By this time the Village Hall and Recreation Ground was established.

4. GENERAL DESIGNATIONS AND CRITERIA USED TO IDENTIFY IMPORTANT ENVIRONMENTAL FEATURES.

4.1. Scheduled Ancient Monuments.

4.2. Areas of Archaeological Significance.

4.3. Listed buildings. Individually listed buildings have been identified, plotted and a selected few are briefly described, such abbreviated descriptions being based on the Dept. of Culture Media and Sport's list, occasionally with additional comments by the fieldworker. Full descriptions can be obtained on line at English Heritage's website or Heritage Gateway website (www.heritagegateway.org.uk) Listed Buildings are protected from unauthorised demolition, alteration or extension. Structures, including railings and walls, within the curtilage of listed buildings, if they are pre-1948, are subject to the same controls as listed buildings.

4.4. Non listed buildings of quality and worthy of protection. Such other non-listed buildings and structures that make an important architectural or historic contribution to the Conservation Area have been separately identified. The basic questions asked in identifying such buildings/structures are:

- (a) Is the non listed building/structure of sufficient architectural or historic interest whose general external form and appearance remains largely unaltered?
- (b) Does the building contain a sufficient level of external original features and materials?
- (c) Has the building retained its original scale without large inappropriate modern extensions that destroy the visual appearance particularly in respect of the front elevation?
- (d) Is the building visually important in the street scene?

4.5. Trees and Hedgerows. The basic criteria for identifying important trees and hedgerows are:-

- (a) They are in good condition.
- (b) They are visible at least in part from public view points.
- (c) They make a significant contribution to the street scene or other publicly accessible areas.

4.6. Open spaces or gaps of quality that contribute to the visual importance of the Conservation Area where development would be inappropriate have been identified. The basic question asked in identifying such areas is does the open space or gap form an important landscape feature contributing to the general spatial quality and visual importance of the Conservation Area? Private open spaces forming an important setting for an historic asset and unkempt spaces that have the potential to be enhanced are candidates for selection subject to complying with the principle question.

4.7. Other distinctive features that make an important visual or historic contribution are noted and shown diagrammatically. In relation to walls and railings those above prescribed heights in a Conservation Area (1m fronting a highway including a footpath or bridleway, water course or open space or 2m elsewhere) are protected and require permission for their demolition).

4.8. Reference has previously been made to the potential of introducing Article 4 Directions in justified circumstances and the criteria for their selection in relation to retaining features associated with selected non listed properties is as follows:

- In relation to chimneys, these need to be in good condition, contemporary with the age of the property, prominent in the street scene and complete with chimney pots. Exceptionally particularly important chimney stacks without pots may be selected.**
- In relation to selected windows, these need to be on front or side elevations, fronting and visible from the street/s, generally contemporary with the age of the property or of a sympathetic historic design and where the majority of windows of respective elevations retain their original characteristics and have not been replaced by disruptive modern glazing units.**
- In relation to walls or railings, those selected need to be below the prescribed heights (walls fronting a highway including a footpath or bridleway, water course or open space 1m or 2m elsewhere in a Conservation Area require permission for their demolition), be prominent in the street scene and make a positive architectural or historic contribution to its visual appearance.**
- In relation to other features, these may include good quality architectural detailing to non-listed buildings, constructed of wood, metal or other materials.**
- It may also be appropriate to introduce Article 4 Directions to retain quality buildings below the prescribed Permitted Development threshold.**

4.9. Features that are out of character with the Conservation Area and detract or are in poor repair have been identified.

4.10. Important views are identified.

4.11. Conservation Area boundaries. In suggesting any revisions to the Conservation Area boundaries, principal consideration has been given

as to whether or not the land or buildings in question form part of an area of special architectural or historic interest whose character or appearance should be conserved. The Conservation Area can include open land that has historical associations with the built form. This may particularly be the case if such open land is environmentally important and visually forms part of the Conservation Area's setting and is distinct from open farmland.

5. GENERAL CHARACTER AND SETTING OF LITTLE BERKHAMSTED

5.1. In terms of its wider setting, the Landscape Character Assessment produced in 2007 as a Supplementary Planning Document, describes Little Berkhamsted Ridge Settlements as being a small plateau where Little Berkhamsted overlooks the valley below. The same document refers to the several large Georgian houses and Stratton's Tower, visible over a wide area.

5.2. There are 9 Listed Buildings within the existing Conservation Area. Of this total, 2 date from the 16th century; 1 from the 17th century; the greatest majority (5) from the 18th century (27%) and 1 (the War Memorial) from the 20th century.

5.3. Two of the Listed Buildings are Grade II*, namely Stratton's Tower and Little Berkhamsted House. The remainder are listed grade II. As previously indicated none of the Listed Buildings have been identified as being 'At Risk'.

5.4. This Appraisal also identifies other buildings of high quality that are not listed but that should be retained. These principally date from the 19th century and are an important element in the high environmental quality of the Conservation Area and make a contribution to its built form and historical evolution. Selected numbers of these buildings have good quality windows, chimneys and other architectural features worthy of additional protection.

5.5. There are also open spaces of quality that add to the character of the Conservation area.

5.6. Trees play an important role and enhance many areas adding character and diversity to local street scenes.

5.7. This Appraisal proposes a significant extension to the Conservation Area and minor boundary adjustments that are described elsewhere below.

6. DETAILED CHARACTER ANALYSIS.

6.1. General overview. The village of Little Berkhamsted is centred around the church and War Memorial from which three roads radiate in southerly, westerly and easterly directions. These roads are respectively Church Road, Little Berkhamsted Lane and Robins Nest Hill. The village is on an elevated plateau and the continuous linear street from west to east is characterised with a mixture of building types set behind prominent hedgerows and trees. There are several fine Listed Buildings and the street scene, particularly at the eastern end of the village, is dominated by Stratton's Tower. In the east the Conservation Area currently stops short of Manor House complex, Stockings Lane and Culverwood House. The latter area is a high quality environment containing an interesting range of buildings and structures worthy of retention.

6.2. Scheduled Ancient Monuments. There are none within the Conservation Area.

6.3. Archaeological Sites. Most of the Conservation Area is an area of Archaeological Significance which also extends beyond the Conservation Area along the north side of Bucks Alley to include the important 16th century building, the Gage. The Recreation Area and western extremity of the Conservation Area is excluded from this designation.

6.4. Individually Listed Buildings. Because of the small number of Listed Buildings in the Conservation Area all descriptions have been included in much abbreviated form.

6.5. The Old Manor House - Grade II. Mid to late 16th century, altered and extended late 17th, 19th and 20th centuries. Timber frame, brick additions, all roughcast. Tiled roofs. 3 large bays. Interior: hall ceiling has floral plaster ornament, chamfered bearers. Exposed frame of large scantling, jowled posts, cambered tie beams, braces in walling, clasped purlin roof. Some 17th or 18th century panelling. Parlour fireplace dated 1657.

6.6. Five Horseshoes Public House - Grade II. Late 16th or early 17th century origins, extended and remodelled late 19th century. Timber frame core, part brick cased and weather boarded. Stock brick extensions, all whitewashed. Tile and slate roofs. 2 storeys. Original 3 cell block to rear. Steeply pitched roof, rebuilt with tiles to gambrel slope to rear. Ground floor weatherboarding to rear. Two 2 light dormers. Central ridge stack, red brick with later stock brick capping. Slate roofed lean-to addition to rear.

6.7. Nos. 6 and 8 Church Road - Grade II. Early to mid 18th century. Timber frame, weather boarded. Tiled roofs. 3 broad bays. 2 storeys and

attic. No. 8 to left has an entrance with a gabled hood, 1 bay of 2 light small pane casements. No. 6 to right has an entrance with a bracketed hood, flanking light small pane casements with moulded surrounds.



Picture 3. Nos. 6-8 Church Road Simple listed weather boarded cottages with tiled roofs.

6.8. The War Memorial - Grade II. War Memorial on island at junction of Church Road, Robin's Nest Hill and Little Berkhamsted Lane. 1921. Sir R. Blomfield's Great War Cross design for the Imperial War Graves Commission. Portland stone ashlar. Stepped octagonal base. Octagonal cross with moulded base, arms and head, tapering to top. Bronze sword fastened to front. Names of war dead inscribed.



Picture 4. The War Memorial, strategically located in the centre of the village, erected in 1921.

6.9. The Old Rectory - Grade II. Circa 1735, extended and altered early 19th century. Red brick, colour washed. Hipped slate roof. 5 bay double depth plan. 2 storeys and attic. Steps up to central entrance, 6 raised panelled door with rectangular fanlight in panelled reveal, Roman Doric pedimented doorcase with fluted pilasters. Glazing bar sashes, ground floor 15 pane, first floor 12 pane, all recessed with gauged brick segmental heads. Plinth, plat band, coped parapet. 18th century insurance marker to centre on first floor.

6.10. Stratton's Tower - Grade II*. Observatory tower, now dwelling. 1789 for J. Stratton. Red brick, some vitrified, largely re-used from 17th century brew-house previously on the site. 5 stages. 155 feet high. Octagonal lower stage with unequal sides, 4 larger sides have blank arches. To south east an entrance, glazed doors, round headed fanlight, impost blocks. Upper stages are all round. Short 2nd stage with 4 openings aligned with lower stage arches, 9 pane windows recessed

with slightly cambered heads. Plat band to 3rd and 4th stages, 4 tall relieving arches on same alignment with continuous impost band, within arches are 3rd stage tall round headed sashes, 4th stage oculi with radiating glazing bars.

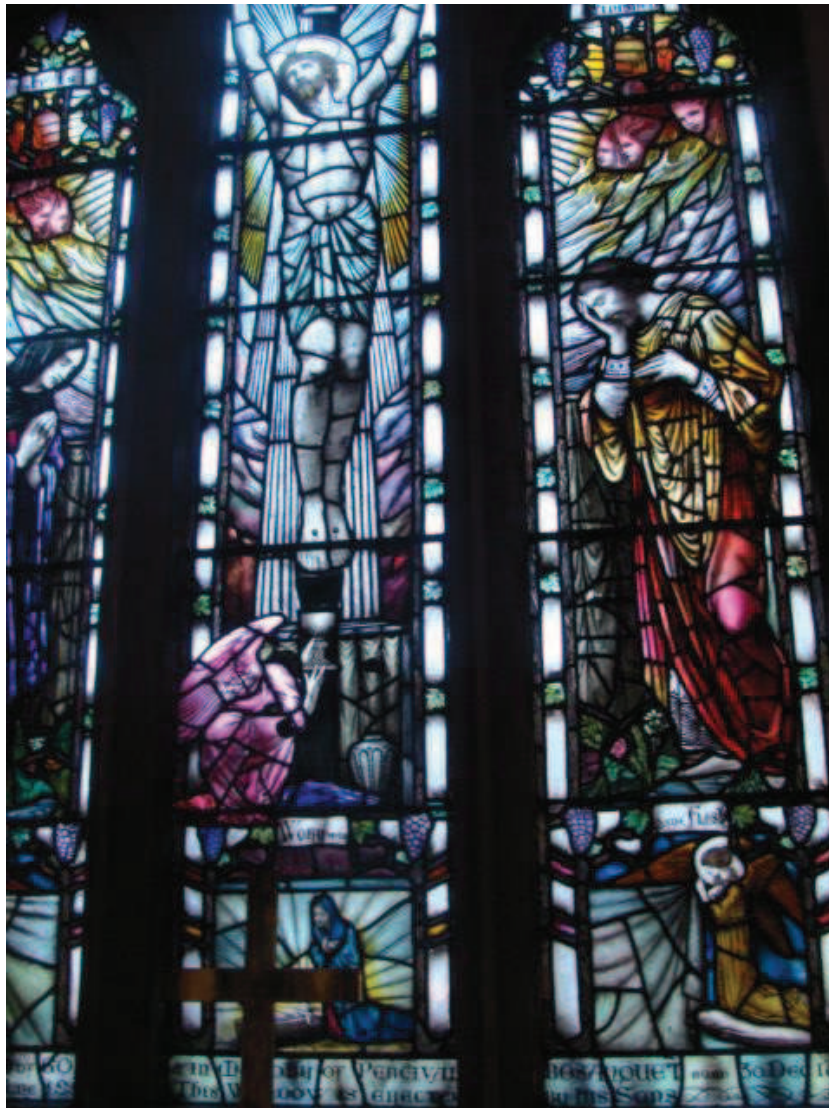


Picture 5. The remarkable late 18th century tower for J. Stratton which dominates the local scene.

6.11. Church of St. Andrew - Grade II. Parish church. Mid 17th century and earlier origins, North aisle added 1831, virtually rebuilt in 1857. Restored and south porch added in 1894 by S. Harris. Restored 1962. Probably flint and brick, all clad in Kentish ragstone rubble with ashlar dressings. Tiled roofs. Timber porch and bell turret with shingled spire. Gothic Revival Style. Interior: unusual double arcade to north aisle, moulded pointed arches with paired uncapped columns with moulded bases. Reset medieval piscina and double sedilia in chancel south wall. Chancel floor tomb slabs.



Picture 6. Church of St Andrew – exterior.



Picture 7. Church of St Andrew, interior, fine stained glass window detailing.

6.12. Little Berkhamsted House - Grade II*. Large house. 1732 for O. Lloyd, a Master of the Stationer's Company. Raised and 2 pavilion wings added circa 1790 for J. Bouchier. Further extended and altered circa 1820 for T. Daniell. Brown brick with red brick dressings. Slate roofs. Double depth plan. Originally 2, now 3 storeys and cellar. 5 bay front. Central entrance: 6 raised fielded panelled door with radial traceried fanlight with panelled reveals. Early 19th century Greek Doric porch. Stone steps up to centre, perhaps originally principal entrance. Hipped slate roof. Interior: black and white stone flagged entrance hall and through passage. Early 18th century open well staircase.



Picture.8. Little Berkhamsted House - a fine grade II* house dating from 1732 for O. Lloyd, a Master of the Stationer's Company.

6.13. Danes - Grade II. Large house. Early 18th century, altered and extended early 19th century. Brick, cement rendered with scoring to resemble ashlar. Slate roofs. 7 bays. 3 storeys. Central entrance to garden, double doors with semi-circular fanlight in plain reveal, ground floor right 3 full length windows, flush frame sashes with central French windows. End stacks and a cross axial stack to right of centre. Attached to right and projecting slightly forward is 2 bay 2 storey 19th and 20th century service wing,

6.14. Important buildings within the curtilages of Listed Building. Grouping of former ancillary buildings to Little Berkhamsted House including The Well House. Although now in separate ownership, the fieldworker was advised this group were ancillary to and in the ownership of Little Berkhamsted House, a grade II* Listed Building, at the time of listing. Interpretation of the law relating to 'curtilage listing' is notoriously difficult. However whatever interpretation is applied, this prominent grouping makes a valuable contribution to the street scene and should be retained.

6.15. Other non listed buildings that make an important architectural or historic contribution.

(a) Within the existing Conservation Area.

6.16. No. 36 Robin's Nest Hill. The fieldworker was unable to gain access and the building is largely hidden from view. All that can be viewed from the public domain is part of a thatched roof. The building appears on earlier mapping and because of these factors it may be of heritage value worthy of retention. Because access to the site could not be obtained this description is restricted to the available limited observations. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification. It is hoped additional information emerges during the consultation process.

6.17. The Limes. Tall two storey rendered house with tiled roof and prominent chimney with pots and good window detailing probably dating from the early 20th century. A strong feature in the street scene which displays good architectural mass and detailing. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 9. The Limes a residential building of quality and a strong feature in the local street scene.

6.18. Village Hall. Single storey village hall with steeply sloping tiled roof, 2 no. chimneys leaded window detailing some possibly original, rendered with decorative wooden detailing. Inscribed PCB 1888. Features of interest protected by existing planning controls.



Picture 10. The existing village hall, a late 19th century building with high quality steeply pitched roof, prominent in the street scene.

6.19. Wall House Cottage (Gage Farm Cottage on mapping). Single storey cottage dating from late 19th/ early 20th century with modern rear extension. Of plaster with tiled roof and 2 no. chimneys with pots. Vertical tile hanging detail to dormers, rubbed brick lintels and some early/original windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 11. Wall House Cottage, although extended significantly this building in part displays features worthy of additional protection.

6.20. The Forge and Church Cottage. Dating from the 19th century or earlier these weather boarded cottages with old tiled roof and prominent

chimneys add to the quality of the street scene in this key central location opposite the church. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 12. The pretty cottages being The Forge and Church Cottage add to the quality of the street scene in this location.

6.21. Trewinnard and associated outbuilding. The main building is an ornate handsome two storey late 19th century residential building that was formerly a Vicarage. 2 no. prominent chimneys and high quality window detailing to front elevation. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 13. Trewinnard and outbuilding being formerly the Vicarage. A handsome building most worthy of retention with a number of high quality architectural features. The owner advises windows to front elevation are like for like replacements which represents best conservation practice.

6.22. Outbuilding in garden of Hartford Hundred Rectory, corner of Church Road and Little Berkhamsted Lane. Single storey brick barn with tiled roof; a simple unassuming building that adds to the quality of the street scene and which should be retained.



Picture 14. Outbuilding in garden of Hartford Hundred Rectory whose simple qualities add to the quality of the street scene.

(b) Within the proposed extension to the Conservation Area.

6.23. Manor House complex. This large tall building complex is now divided into a terrace of four single dwellings and dates from the late 19th and early 20th centuries. A prominent tower at the northern end dates from the 1930's as advised by the owner. Constructed of brick with slate roofs the group has a number of distinctive features including decorative chimneys and decorative wood and stone detailing. Access to the south provided by tree lined route whilst access to the property at the northern end is from Stockings Lane. In part set in large grounds with good quality trees. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 15. The former water tower now converted to residential use, being part of the complex of buildings of the former Manor House.

6.24. Culverwood House. A large country house dating from the 19th century. It is a substantial residence constructed with tiled roof and with other good quality architectural detailing, including prominent chimneys, bargeboard detailing and a small clock tower. The grounds are spacious lawns and fine trees. Late 19th century mapping (see below) shows the property together with lodge building formal gardens walled enclosure and greenhouses (the latter is now part of Garden House). An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 16. Mapping from late 19th century showing Culverwood House (then named Pondfield House) set in expansive grounds with formal gardens, walled enclosure, Lodge and other buildings and extensive greenhouse ranges.



Picture 17. Culverwood House viewed from the public domain.

6.25. Culverwood Lodge. Originally associated with Culverwood House. Single storey residential property dating from the latter part of the 19th century. Constructed of brick with slate roof; decorative chimneys and wooden detailing. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 18. Culverwood Lodge, an interesting decorative frontage dating from the latter part of the 19th century.

6.26. The Garden House. 19th century building formerly associated with Culverwood House. Of brick construction with slate roof and prominent chimney; early/original windows and decorative bargeboard detailing. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 19. The Garden House dating from the 19th century.

6.27. Nos. 9-11 Stockings Lane. Of brick construction with render and decorative wooden detailing to first floor. Hipped tiled roof with prominent central chimney with pots. Probably early/mid 20th century. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 20. Nos. 9-11 Stockings Lane.

6.28. Collectively properties fronting the south side of Stockings Lane being North Lodge, The Coach House, The Old Stable, Chasers and The Cottage. These properties form a strip of late 19th/ early 20th century houses of varying heights and materials. Selected architectural features combine to provide an interesting street scene of architectural and historic interest worthy of inclusion within the Conservation Area. An Article 4 Direction to provide protection for selected features on selected properties may be appropriate subject to further consideration and notification.



Pictures 21 and 22. The Coach House and Chasers, late 19th/early 20th century houses south side of Stockings Lane, proposed to be included in an extended Conservation Area.

6.29. Other distinctive features that make an important architectural or historic contribution. Walls within the designated Conservation Area so identified are protected from demolition without permission virtue of exceeding specified height or being within the curtilage of a Listed Building unless otherwise noted.

6.30. Prominent wall to east side of Bucks Lane between junction with Robin's Nest Hill and Garden Cottage. A curving wall constructed of red brick with piers and in good condition. Up to about 3m in height and a striking feature in the street scene.

6.31. Garden walls historically associated with Danes. Danes was listed in 1966 at which time it is believed the garden wall enclosure was part of the Danes complex and ancillary to and within the

ownership of Danes. Protection against demolition without permission is provided either by this interpretation of being within the curtilage of a Listed Building or by virtue of location within the Conservation area.

6.32. These walls are particularly handsome features of considerable architectural merit and historical importance and most worthy of retention. Their quality was acknowledged by an Inspector who dismissed an appeal in 2002 for a single storey house on strategic Green Belt reasons. The Inspector noted that ... *'these walls with their interesting gates and piers and the adjacent orchard in my opinion are features important to the character and appearance of the conservation area and their preservation would, in any case, be very desirable.* The walls are of varying height up to 4m and are of brick construction and appear in general good condition although leaning in some locations. They probably date from the 19th century. The entrance is on the short western elevation the wall of which is decorated with ball finials. The enclosure appears on mapping dating from 1874 with some internal footpath system, a pump and building. Later mapping from 1920 also shows a small south facing greenhouse on the northern wall.

6.33. The fieldworker's preliminary view is that these walls may be of sufficient quality to be considered worthy of being afforded Listed Building status in their own right and it is intended this should be explored further on a preliminary basis with English Heritage.



Picture 23 - Detail of fine walls to walled garden historically associated with Danes. They are generally in good condition but would benefit from removal of selected vegetation in some locations such as ivy that may be causing damage.



Picture 24 - Garden walls historically associated with Danes being a feature of considerable architectural and historic interest may be worthy of being listed in their own right, subject to English Heritage agreement.

6.34. Red brick wall approximately 2m in height corner of Breach Lane. Some spalled bricks and in need of minor repairs.

6.35. Wall fronting Robin's Nest Hill and curtilage to Little Berkhamsted House. Of brick construction with piers, height varies up to 2m.

6.36. Wall west corner of Robin's Nest Hill and Bucks Alley. Of brick construction up to 2m in height with piers and capping detailing.

6.37. Wall approximately 3m in height to east of Little Berkhamsted House. Access not obtained so comments restricted to observations from public realm. May be in need of some repair works. May once have formed part of a garden enclosure.



Picture 25 and 26. Part of wall range to east of Little Berkhamsted House worthy of retention.

6.38. Within the proposed extension to the Conservation Area. Walls beyond the designated Conservation Area so identified would become protected from demolition following inclusion within the Conservation Area.

6.39. Walled enclosure to north of Garden House. This fine walled enclosure probably dates from the late 19th century and was formerly associated with Culverwood House. The tall brick walls are in need of repair to varying degrees. Within the enclosure is an orchard and part of an original greenhouse in a deteriorating condition but still capable of repair. Other door, ironmongery and statue features were noted. If included within the Conservation Area control relating to demolition would be afforded. The fieldworker's preliminary view is that these walls may be of sufficient quality to be considered worthy of being afforded Listed Building status in their own right and it is intended this should be explored further with English Heritage.



Picture 27. Fine walled garden planted as an orchard and now within the curtilage of and to north of Garden House.



Picture 28 and 29. Detail of fine walled garden to north of Garden House. The decorative wooden gate is now bricked up behind. It previously provided access through to Culverwood House. Note central statue and remains of iron arches. Lower picture shows wall pockmarked by supports for fruit trees whose branches were pinned to the brickwork.



Picture 30. Greenhouse within walled garden to north of Garden House. In deteriorating condition but still capable of repair.

6.40. Important Open Spaces. Village recreational and cricket field first appearing as such on mapping from the 1920's. An important open space in the centre of the village enclosed by trees and hedgerow. Central cricket square and pavilion. Various seating and litter bins of varying designs that would benefit from standardisation should replacement be necessary. Play area on eastern boundary surrounded by high fencing. Modern steel fence to part of road frontage, designed in sympathetic rural manner. Village Notice Board in need of refurbishment. An open space of both visual and communal importance.



Picture 31. The central recreational field is of considerable visual and communal value. Notice board would benefit from refurbishment and repainting.

6.41. Orchard to east of Danes and south of Little Berkhamsted Lane. The orchard area is visually important and it effectively contains the village at its south western edge.



Picture 32. The attractive orchard area to the east of Danes and Little Berkhamsted Lane. It is important to retain this site as part of the green belt countryside surrounding the village.

6.42. The churchyard. Centrally located the churchyard contains many interesting gravestones and handsome churchyard trees. Reginald Maudling, 1917-1979, a Conservative politician, is buried here.



Picture 33. The churchyard with its interesting range of gravestones and churchyard trees.

6.43. Wildlife sites. There are none within the Conservation Area although for information some exist beyond to its north and west.

6.44. Particularly important trees and hedgerows. Those trees that are most important are shown very diagrammatically on the accompanying plans.

6.45. Important views. A selection as shown on accompanying plans.

6.46. Elements out of character with the Conservation Area. Within the Conservation Area there are a number of utility poles but these are not sufficiently intrusive to be worthy of realistically being promoted for any proposed action. In the main their presence is frequently disguised by mature vegetation.

6.47. Opportunities to secure improvements. Undertake repair works to the following walls: wall corner of Breach Lane; wall to east of Little Berkhamsted House; garden walls and historic greenhouse to north of Garden House and undertake any necessary repairs and consider

removal of ivy to garden walls historically associated with Danes and located to the south of Little Berkhamsted Road. Refurbish/repaint village notice board, recreation ground.

6.48. Suggested boundary changes. Councils have a responsibility to ensure such areas justify Conservation Area status and are not devalued through the designation of areas that lack special interest.

6.49. Firstly it is proposed to extend the Conservation Area to include parts of Stockings Lane and Culverwood House beyond. These areas lie to the north east of the existing boundaries and consist of late 19th /early 20th century groupings of buildings, some set in treed grounds and represent an area of sufficient architectural interest and historic interest to be so included.

6.50. Secondly it is proposed to adjust the boundary at the northern end of Breach Lane to better reflect physical boundaries on the ground.

6.51. Other actions. Explore potential with English Heritage of individually listing walls to 2 no. walled gardens: (a) those historically associated with and located to the south east of Danes and (b).those to the north of Garden House, formerly historically associated with Culverwood House.

PART C - MANAGEMENT PROPOSALS.

7. MANAGEMENT PROPOSALS.

7.1. *Revised Conservation Area Boundaries.* The revised boundaries include the following amendments.

(a) extend the Conservation Area to include parts of Stockings Lane. and beyond. These areas lie to the north east of the existing boundaries and consist of late 19th /early 20th century groupings of buildings. Included are properties both sides of Stockings Lane and Culverwood House and the old manor house complex. The proposed extension also includes an important walled garden, now part of Garden House.

(b) adjust the boundary at the northern end of Breach Lane to better reflect physical boundaries on the ground.

7.2. *General Planning Control and Good Practice within the Conservation Area.* All 'saved' planning policies are contained in the East Herts. Local Plan Second Review adopted in April 2007. It is currently against this document and the National Planning Policy Framework that the District Council will process applications.

7.3. Applicants considering submitting any application should carefully consider the relevant policies and if necessary contact Council Officers to seek pre-application advice. For further details including advice on Planning Applications, Conservation Areas, Listed Buildings, Landscaping and other general administrative advice, please contact the Planning Department for assistance.

Telephone no. 01279 655261

E-mail planning@eastherts.gov.uk

Or write to E.H.D.C. Wallfields, Pegs Lane, Hertford SG13 8EQ

7.4. Applicants may also wish to refer to one of the several Guidance Notes referred to in Appendix 1 below.

***7.5. Planning Control - Potential need to undertake an Archaeological Evaluation.* Within the sites designated as being within an Area of Archaeological Significance, the contents of policies BH1, BH2 and BH3 are particularly relevant.**

***7.6. Listed Building Control and Good Practice.* Those buildings that are individually listed are identified. Other pre-1948 buildings, structures or walls within the curtilage of a Listed Building are similarly protected in law.**

7.7. Listed Buildings are a significant asset in contributing to the quality of the Conservation Area. It is essential that their architectural detailing is not eroded nor their other qualities and settings compromised.

***7.8. Planning Control – Other Unlisted Buildings that make an Important Architectural or Historic Contribution.* Within the existing Conservation Areas this Appraisal has identified seven unlisted buildings/ groups of buildings that are considered to have sufficient qualities to be described thus. Within the proposed extension to the Conservation Area the Appraisal has identified a further six.**

7.9. Any proposal involving the demolition of such buildings within the Conservation Area is unlikely to be approved.

7.10. There are other distinctive features that are integral to some of the important unlisted buildings identified in the paragraphs above that make an important architectural or historic contribution, including selected chimneys, windows and other architectural detailing. In some situations protection already exists through existing planning controls but in other cases protection could only be provided by removing Permitted Development Rights via an Article 4 Direction. The associated legislation is complex. Should the Council consider such a course of

action appropriate there would be a process of notifying the affected owners separately at a later date. This would be associated with further detailed consideration and possible refinement.

7.11. Planning Control – Other unlisted distinctive features that make an Important Architectural or Historic Contribution. This Appraisal has identified a number of walls that make a particular contribution to the character of the Conservation Area. Those within the Conservation Area are protected virtue of exceeding the specified heights relevant to Conservation Area legislation or by Listed Building legislation. Any proposal involving the demolition of such walls is unlikely to be approved.

7.12. Planning Control – Important open land, open spaces and gaps. This Appraisal has identified the following particularly important open spaces: village recreation and cricket field, the orchard to the east of Danes and south of Little Berkhamsted Lane and the churchyard. These open spaces will be protected.

7.13. Planning Control – Particularly important trees and hedgerows. Only the most significant trees are shown diagrammatically. It has not been possible to plot trees on inaccessible land. Subject to certain exceptions all trees in a Conservation Area are afforded protection and a person wanting to carry out works has to notify the Council. Trees that have not been identified may still be considered suitable for protection by Tree Preservation Orders. Owners are advised to make regular inspections to check the health of trees in the interests of amenity and Health and Safety. Some trees have been previously made subject to Tree Preservation Orders.

7.14. Planning Control - Important views. Views of A selection of general views are diagrammatically shown. Retention of views of Strattons Tower is particularly important. Policy BH6 is particularly relevant.

7.15. Enhancement Proposals. The Appraisal has identified a number of elements that detract or that are in need of repair which are summarised in the Table below together with a proposed course of action; other actions are also identified. Within the staff and financial resources available, Council Officers will be pro-active and provide assistance. It must be recognized that such improvements will generally be achieved only by the owner’s co-operation.

Detracting element	Location	Proposed Action.
Notice board	On frontage of recreation and cricket field	Suggest repainting be undertaken
Wall in need of repair	Corner of Breach Lane	Contact owner, discuss options and seek resolution
Wall in need of	To east of Little	Contact owner, discuss

repair	Berkhamsted House	options and seek resolution
Walls and greenhouse in need of repair	To north of Garden House	Contact owner, discuss options and seek resolution
Walls that would benefit from removal of ivy	Walled garden area to south of Little Berkhamsted Road	Contact owner, discuss options and seek resolution
Other Actions.		
<p>Explore with English Heritage the potential for listing garden walls historically associated with Danes to the south of Little Berkhamsted Road.</p> <p>Similarly explore with English Heritage the potential for listing garden walls now associated with the Garden House (formerly associated with Culverwood House).</p>		

Appendix 1. Guidance notes produced by East Hertfordshire District Council. The following represent useful technical information and can be obtained via the details provided above.

- 1. Brick Repointing and Repair.**
- 2. Conservation Areas.**
- 3. Cleaning Historic Brickwork.**
- 4. Farm Buildings.**
- 5. Flint and Flint Wall Repair.**
- 6. Hard Landscaping in Historic Areas.**
- 7. Listed Buildings.**
- 8. Rainwater Goods and Lead.**

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PROPOSED EXTENSIONS TO THE CONSERVATION AREA



PROPOSED REDUCTIONS OF THE CONSERVATION AREA



AREAS OF ARCHAEOLOGICAL SIGNIFICANCE



INDIVIDUALLY LISTED BUILDINGS/STRUCTURES



OTHER INDIVIDUALLY LISTED FEATURES

War Memorial



IMPORTANT BUILDINGS IN THE CURTILAGES OF LISTED BUILDINGS

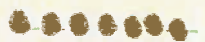


UNLISTED BUILDINGS THAT MAKE AN IMPORTANT ARCHITECTURAL OR HISTORIC CONTRIBUTION



OTHER DISTINCTIVE FEATURES THAT MAKE AN IMPORTANT ARCHITECTURAL OR HISTORIC CONTRIBUTION

Walls/railings



Tombstones



IMPORTANT OPEN SPACES



GENERAL LOCATION OF IMPORTANT TREES/HEDGEROWS



All 'saved' Local Plan Policies and Government planning policies set out in the 'National Planning Policy Framework' (NPP) apply as appropriate

REVISED CONSERVATION AREA BOUNDARY: Local Policies BH5-BH6 particularly apply



AREAS OF ARCHAEOLOGICAL SIGNIFICANCE: Local Policies BH1-BH3 particularly apply



INDIVIDUALLY LISTED BUILDINGS/STRUCTURES: NPP policies apply



OTHER INDIVIDUALLY LISTED FEATURES: NPP policies apply

War Memorial



IMPORTANT BUILDINGS IN THE CURTILAGES OF LISTED BUILDINGS: NPP policies apply



UNLISTED BUILDINGS TO BE PROTECTED FROM DEMOLITION



UNLISTED BUILDINGS/FEATURES CONSIDERED OF SUFFICIENT QUALITY TO BECOME LISTED.



OTHER DISTINCTIVE FEATURES TO BE PROTECTED FROM DEMOLITION WITHIN PARAMETERS OF EXISTING LEGISLATION: (includes features within the curtilage of Listed Buildings and walls/railings above the specified heights)

Walls/railings



Tombstones



SELECTED FEATURES ON UNLISTED BUILDINGS WHERE ADDITIONAL CONTROLS ARE PROPOSED SUBJECT TO FURTHER CONSIDERATION AND NOTIFICATION (by Article 4 Direction)



IMPORTANT OPEN SPACES TO BE PROTECTED



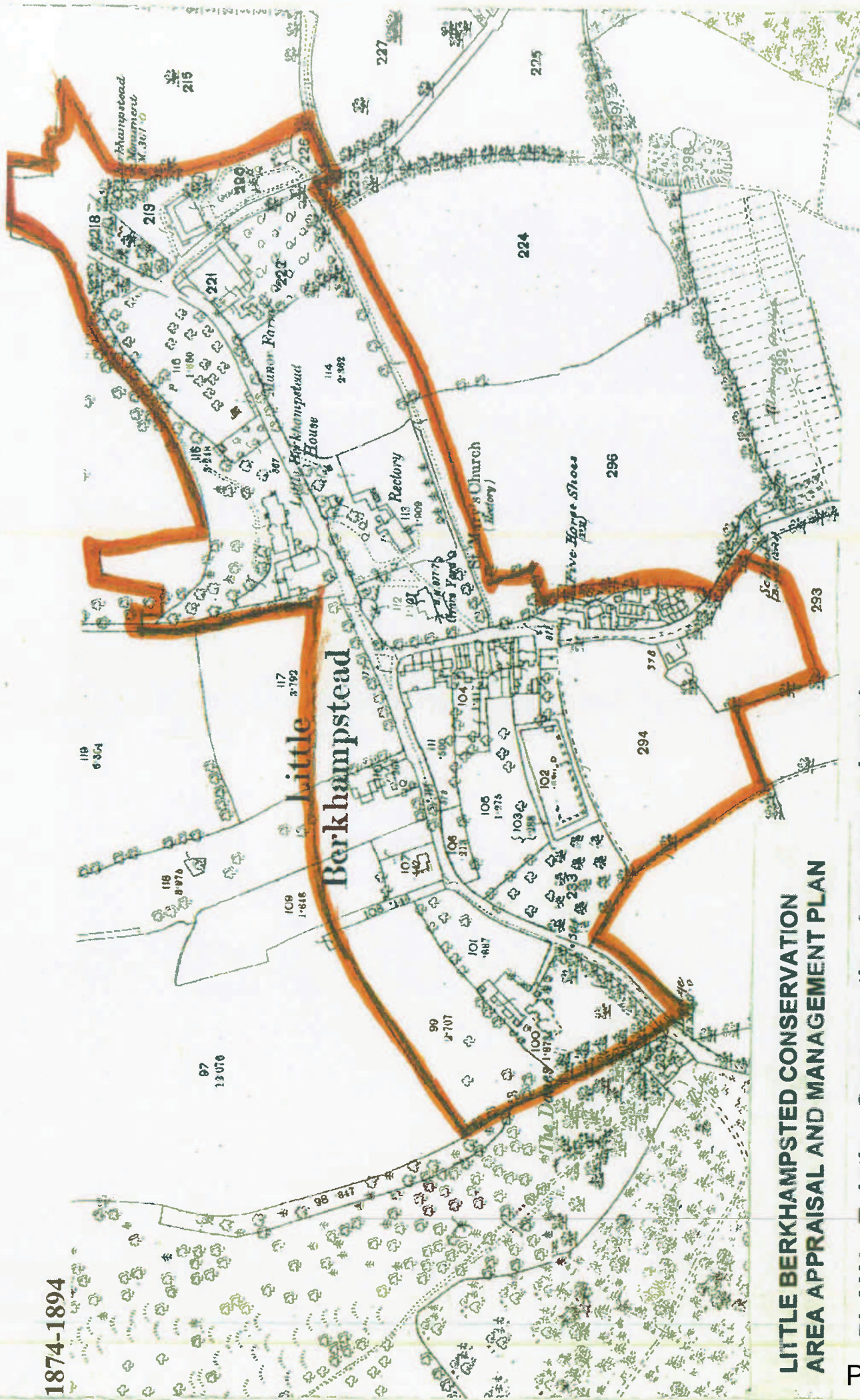
GENERAL LOCATION OF IMPORTANT TREES/HEDGEROWS TO BE PROTECTED WITHIN PARAMETERS OF LEGISLATION



Page 220 **UNLISTED IMPORTANT VIEWS TO BE PROTECTED**



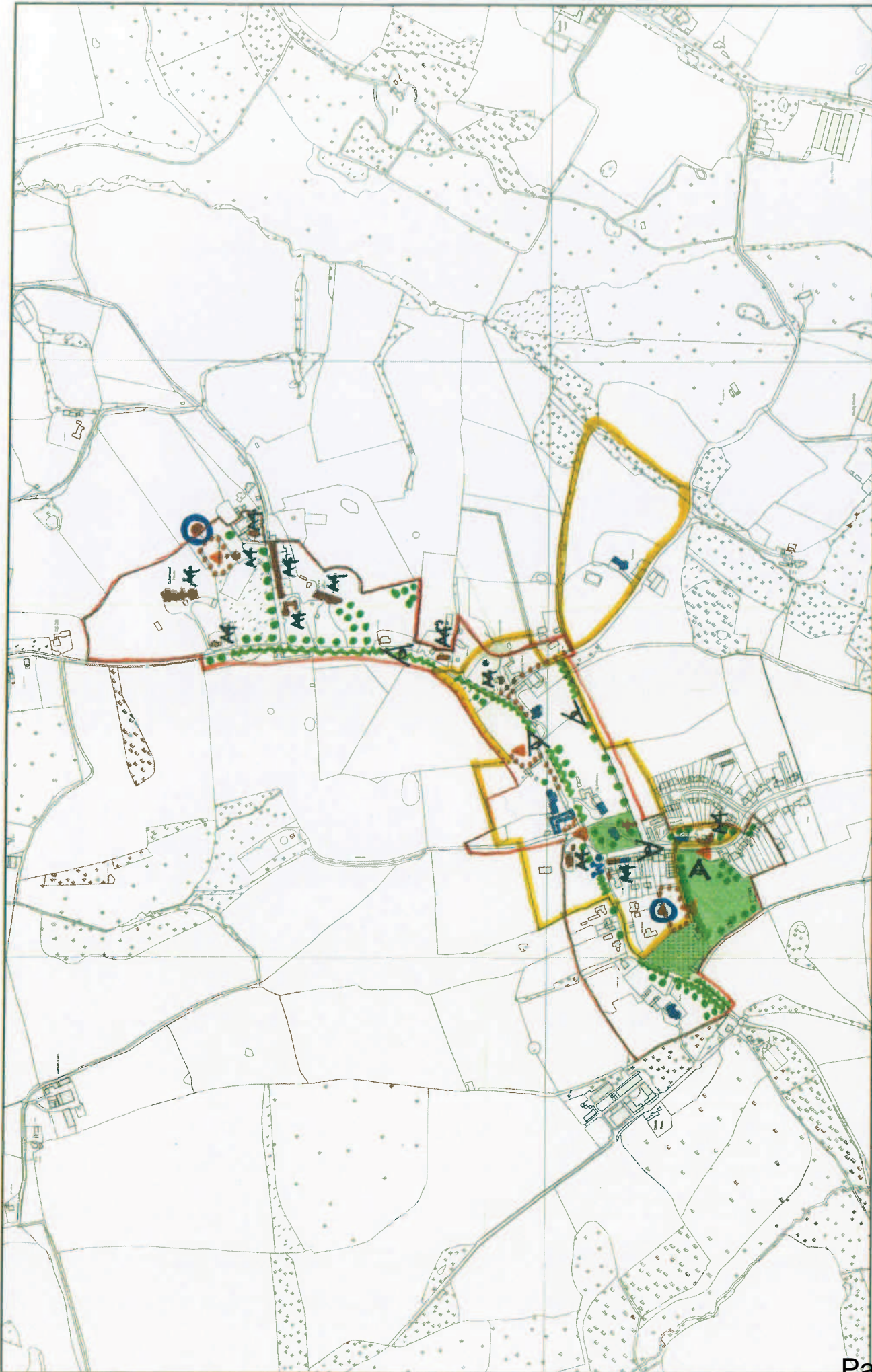
1874-1894



**LITTLE BERKHAMSTED CONSERVATION
AREA APPRAISAL AND MANAGEMENT PLAN**

**PLAN1 - Existing Conservation Area approximately
plotted on late 19th century mapping.**

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**LITTLE BERKHAMSTED CONSERVATION
AREA APPRAISAL AND MANAGEMENT PLAN
PLAN 3 - Management Plan**

East Herts Council
Wallfields
Pegs Lane
Hertford
SG13 8EQ
Tel: 01279 655261



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