

## SUPPLEMENTARY STATEMENT – REPRIVISION OF PARKING ARRANGEMENTS

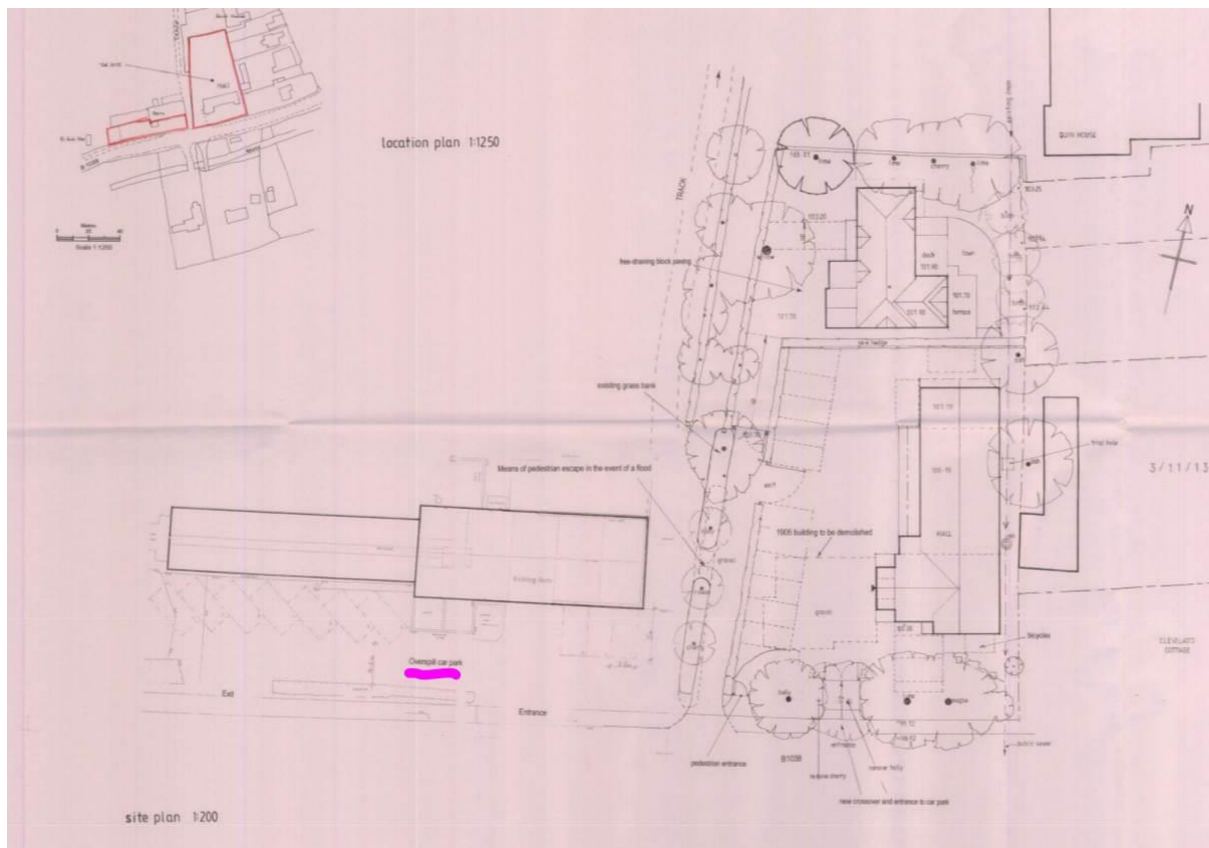
Address: Land At Bury Farm Great Hornead Buntingford Hertfordshire SG9 0NS

Proposal: Outline permission with all matters reserved for the demolition of barns and erection of 3 barn style dwellings with all matters reserved.

A previous application (Application Number: 3/23/0249/OUT) was withdrawn due to the issues raised in connection to the forecourt/hardstanding yard area to the front of the building used both agriculturally and in agreement with the village hall as additional overflow car parking facilities. It is hoped that this submission and parking arrangements can resolve these concerns.

## BACKGROUND

Historically permission was granted for the extension of Great Hornead Village Hall in 2012 under reference '3/11/1387/FP', which also required a change of use of the apron to the grain barn that forms part of the current application site to create 10 overspill parking spaces for the village hall due to the reduction of parking space area within the village hall curtilage. This area is known as the “forecourt” within the original car parking licence agreement.



## REPLACEMENT OF PARKING PROVISION

The barns at Bury Farm have become unfit for purpose and more modern storage buildings are required for the efficient tipping and storing of high value cereal crop commodities. As such, site has been selected for potential redevelopment in the form of three dwellings. Within the previous application, the Trustees of the Village hall



entered a neutral comment raising concerns about the provision of replacement parking as the forecourt area currently used as overspill parking, would be sectioned off as private parking and amenity for the proposed dwellings. That said, the Trustees also acknowledged that there was “...a long-term desire to develop the grain barns as they were becoming unfit for purpose. As such, the agreement was worded so that alternative overspill parking would be created in that scenario.”

It is unusual that a condition be applied to a third party as part of any approval, however it is recognised that parking must be provided in the event of proposed redevelopment both in agreement with the car parking license, and the conditional approval of the extension of Great Hormead Village Hall as well as to prevent conflict with policies set out within the Local Plan.

## **PARKING PLAN**

The resubmitted application is supported by a parking plan which aims to provide appropriate and commensurate parking facilities to replace those agreed on the hardstanding apron/ forecourt of the buildings at Bury Farm, should permission be approved for redevelopment.

A new parking area is proposed to the rear of the proposed buildings and garden amenity of the proposed development. The location was chosen for a number of reasons:

The location uses existing access arrangements, and no new access is required.

The parking is as near as possible to the village hall – there is a very short walk from the car park to the hall.

The parking area can be screened by native hedge planting and offers biodiversity enhancement gains at the site.

Users of the village hall would not need to cross the main road to gain access to the hall.

Disabled users of the hall can still use the existing village hall car park for their parking needs.

## **DESIGN**

The design of the car park is consistent as to what would be expected. The car park area totals 545m<sup>2</sup> and can provide spaces for 10 cars, the same as already provided.

- 1) Topsoil stripped
- 2) Subbase of 200mm of 6F5 recycled crushed hardcore
- 3) Surfaced with 6-20mm of road plainings
- 4) North and west sides to be planted with native species (hawthorn, black thorn and hazel) to form a screening hedge.

## **BIODIVERSITY NET GAIN**

The parking area will be bordered by new native hedge planting offering both biodiversity net gain but to also soften the appearance of the car park within the landscape and screen the car park from the proposed residential dwellings and within any far-reaching views.

Further details of the planting are detailed within the planning statement.

## **ACCESS**

There is an existing bell mouth access point approximately 25m in width, which serves the existing agricultural building, forecourt and village hall overspill parking, the agricultural track to the land to the rear of Bury Farm barn, the residential dwelling to the north of the village hall and access to the village hall and car park itself.



It is therefore considered that this access is already shared by three existing use types, agricultural, residential and community facility use. The change of location of the car parking provision will not alter nor intensify the existing uses, the character and frequency will remain the same. Furthermore, it is proposed the new dwellings would not use this point as an access point but would use the existing access point 25m to the west. To date, there has been no conflict between the different users of the same access point into these separate parcels of land.



Source: Google Earth

Fig 1: Indicative location of new parking shown in red. The existing access arrangements by agricultural, residential and community users are evidenced.

As part of the proposed redevelopment of the buildings, the existing yard area/forecourt would be separated from the track, the residential property and village hall access. By fencing the proposed parking/amenity area of the proposed dwellings, it ensures a clear division from this to the access tracks. The fencing will be limited in height to prevent impediment of visibility when egressing.



Fig2: Existing access point



Source: Google Earth

Part of the original agreement was that users of the forecourt / overspill village hall parking could only do so after business hours and only between the dates of 1<sup>st</sup> October and 25<sup>th</sup> July. By constraining the times at which the forecourt could be used, it ensured that there would be no detrimental conflict between the times at which the access and use was required agriculturally and those needed by village hall users. Furthermore, users are not allowed to park on the forecourt in high summer, the most intensive agricultural time when crops are harvested, straw is baled and then the land is prepared and drilled for the following year. These activities all take place between the times as set out in the existing agreement when village hall users are not allowed to park on the forecourt.

Policy CFLR8 clearly states that proposals resulting in the loss of uses or land for community facilities will be refused unless the loss from the proposed development would be replaced by enhanced provision in a suitable location.

The proposed redevelopment of the agricultural barn and yard would result in the loss of land used by both owner/ farmer and the village hall by agreement. However, the loss would be countered by the creation of additional parking to the rear of the development which would also result in the gain of biodiversity opportunities on site by the plantation of a native species hedge to form a boundary around the proposed new parking area. The proposed parking is in a location as close as possible to the village hall – it is separated by a distance of approximately 30 m and uses the same access point.

The area dedicated to the car park will result in the minimum loss of agricultural land. The current use as cropped agricultural land means that there is low level of species – particularly plant diversity onsite.

## **CONCLUSION**

The loss of the village hall car parking is counteracted by the re-provision of a new designated car park to the north of the proposed redevelopment of the building. The position of the car park retains its close proximity to the village hall – to which the car park will serve. There is no require for users to walk long distances and there is no need to cross the public highway.

The current access point is used by residents, agricultural vehicles, and village hall users, - this will not change, and neither will the number frequency or type of movement change.

The Trustees of the Village Hall have noted that there was always the possibility that the building would be repurposed as it no longer served as a fit for purpose agricultural building. It is also recognised that should this be the case; alternative parking arrangements would be provided – it is considered that this plan does comply with this agreement.