

DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
File completed and officer recommendation:	ML	09/03/2020
Planning Development Manager authorisation:	TF	18/03/2020
Admin checks / despatch completed	CC	19/03/2020
Technician Final Checks/ Scanned / LC Notified / UU Emails:	ONE	19/03/2020

Application: 18/00959/FUL **Town / Parish:** St Osyth Parish Council

Applicant: R & P Bond

Address: Land at Warren Farm The Bury St Osyth

Development: Provision of car park for public use.

1. Town / Parish Council

St Osyth Parish Council

Prior to a vote by Councillors, the following objections were recorded;

- that there is no requirement for the car park at the proposed location.
- that the car park would be sited on agricultural land.

The following comments in support of the application were recorded;

- the site of the proposed development is the only suitable location for a car park, the need for which has already been acknowledged by the District Council.
- that the residents cannot rely of the goodwill of two landowners for the continuing provision of off street parking.

Following a lengthy discussion the Council voted in favour of the application, by a margin of 7 in favour, 3 objecting and 2 abstaining.

2. Consultation Responses

Historic England

Thank you for your letter of 8 October 2018 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.

Essex County Council
Heritage

The application is for the provision of car park for public use.

The principle heritage assets for consideration are:

- The St Osyth Conservation Area;
- Grade I Listed Church of St Peter and St Paul (List Entry ID: 1111513); and
- Grade II Listed Warren Farm House (List Entry ID: 1337161).

The proposed development will cause harm to all three of these heritage assets. I do not support this application.

The proposed development will cause harm to the setting and significance of the Grade I listed Church. The construction of the car park will divorce the church from the agrarian aspect of its setting. This is an important element of the church's setting reflecting one of the elements of the community it serviced. The proposal will adversely, permanently and irreversibly affect the setting of the church and how it is experienced, appreciated and understood. The impact is not only considered in terms of the new surface treatment but also how a high number of cars here will visually and adversely affect the setting of the church.

The proposal will have a fundamental change in the immediate setting of the church and result in an adverse change to this aspect of agrarian setting which has been fundamentally unchanged, in terms of land use, for hundreds of years and likely since the church was constructed. Considering this adverse change, and other considerations such as environmental and diurnal changes in the setting, the impact is considerable to this Grade I listed building.

The impact to the Conservation Area is also considered in the same light as outlined above for the church, although with the addition of a direct impact which may arise from the new access road which has potential to have a direct impact on the character and appearance of the conservation area.

The proposed development will result in considerable change the historic approach to Grade II listed Warren Farm House. Historic maps show that this track is the historic route to the farmhouse. The proposed development will detract from this route, in terms of the change of land use. This will adversely affect how the farmhouse is appreciated and experienced in its agrarian setting. The farm is historically an isolated farmstead outside of the settlement, this proposal will detract from the experience and understanding of this relationship.

I do not support this application which will cause 'less than substantial harm' to the setting and significance of three designated heritage asset (one of which is Grade I listed). As such I recommend paragraph 196 of the NPPF is relevant to this application and this is considered with regard of paragraph 193 of the NPPF which states:

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

1 Prior to the first use of the development, the proposed access road, at its bellmouth junction with The Bury shall be provided with 6.0m. radius kerbs returned to an access road carriageway width of 5.5m. and flanking footways 2m. in width returned around the radius kerbs which shall connect to the existing footways. The new road junction shall be constructed at least to binder course prior to the commencement of any other development including the delivery of materials.

Reason: To ensure that all vehicular traffic using the junction may do so in a controlled manner and to provide adequate segregated pedestrian access, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.

2 No unbound materials shall be used in the surface treatment of the proposed vehicular access within 12m of the highway boundary.

Reason: To ensure that loose materials are not brought out onto the highway, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

3 All carriageways should be provided at 5.5m between kerbed footways.

Reason: To ensure that roads and footways are constructed to an acceptable standard, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.

4 All footways should be provided at no less than 2.0m in width.

Reason: To ensure that roads and footways are constructed to an acceptable standard, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.

5 No development shall be permitted to commence on site until such time as an Order securing the diversion of the existing definitive right of way to a route to be agreed with the Local Planning Authority has been confirmed and the new route has been constructed to the specifications of the Local Planning Authority.

Reason: To ensure the continued safe passage of pedestrians on the definitive right of way in accordance with Policy DM 1 and 11 of the Highway Authority's Development Management Policies February 2011.

6 Prior to the commencement of the proposed development, the applicant shall submit a scheme of off road parking and turning for motor cars in accord with current Parking Standards for the new car park which shall be approved in writing by the Local Planning Authority. The car parking area shall be retained in this form in perpetuity and shall not be used for any purpose other than the parking of vehicles related to the use of the development and retained thereafter.

Reason: To ensure that on-street parking of vehicles in the adjoining streets does not occur and to enable cars to join the highway in a forward gear, in the interests of highway safety and in accordance with Policy DM 1 and 8 of the Highway Authority's Development Management Policies February 2011.

7 Prior to the proposed access for any access to the car park being brought into use, a 25m x 2.4m x 25m visibility splay, shall be provided on both sides of that access onto the Public Right of Way and shall be retained and maintained free from obstruction clear to ground thereafter. These splays must not form part of the vehicular surface of the access.

Reason: To ensure adequate intervisibility between drivers of vehicles using the proposed access and pedestrians in the adjoining Public Right of Way, in the interests of highway safety and in accordance with Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

8 Prior to the first use of the proposed development the applicant shall provide a scheme of bollards around the land between Hill House and The Old Coach House the carriageway of The Bury which shall be approved in writing by the Local Planning Authority.

Reason: To ensure a reasonable degree of intervisibility between drivers of vehicles at and approaching the road junction, in the interests of highway safety and in accordance with Policy DM 1 and 6 of the Highway Authority's Development Management Policies February 2011.

9 All off street car parking shall be in precise accord with the details contained within the current Parking Standards being provided within the site which shall be maintained free from obstruction and retained thereafter.

Reason: To ensure that on-street parking of vehicles in the adjoining streets does not occur, in the interests of highway safety and in accordance with Policy DM 1 and 8 of the Highway Authority's Development Management Policies February 2011.

3. Planning History

00/00135/TELCO M	Erection of one 15 metre monopole complete with three cross polar antennas, two dish antennas, one radio equipment housing and development ancillary thereto	Determinati on	03.03.2000
00/00686/FUL	New building to house & expand existing retail outlet for the sale of dried/silk flowers, craft products, plants and sundries as well as parking for customers	Approved	20.09.2000
95/00755/FUL	(Warren Farm, Warren Lane, St Osyth) To use part of New Warren Farmhouse for the retail of	Approved	15.08.1995

	dried/silk flowers, craft products, plants and sundries		
98/00084/FUL	Agricultural building for storage of grain and machinery	Approved	25.03.1998
04/02332/FUL	Change of use from grain store to light engineering use	Refused	01.02.2005
06/01497/LUEX	Overnight storage of goods vehicles and storage of materials (currently four vehicles).		10.01.2007
07/00998/FUL	Change of use from flower shop to health and fitness club.	Refused	10.08.2007
08/00038/LUEX	Parking of two goods vehicles and storage of 1 and 2 pallets of white lining road marking materials in connection with parking of good vehicles.		03.03.2008
97/00028/AGRIC	Proposed Barn	Determination	02.12.1997
18/00958/OUT	Outline application for development of 7 almshouse type one and two bed dwellings and 6 houses in conjunction with provision of car park for public use.	Current	
18/00959/FUL	Provision of car park for public use.	Current	

4. Relevant Policies / Government Guidance

NPPF National Planning Policy Framework February 2019

National Planning Practice Guidance

Tendring District Local Plan 2007

QL9 Design of New Development

QL10 Designing New Development to Meet Functional Needs

QL11 Environmental Impacts and Compatibility of Uses

COM3 Protection of Existing Local Services and Facilities

EN1 Landscape Character

EN3 Coastal Protection Belt

EN6 Biodiversity

EN17 Conservation Areas

EN23 Development Within the Proximity of a Listed Building

TR1A Development Affecting Highways

TR4 Safeguarding and Improving Public Rights of Way

TR7 Vehicle Parking at New Development

TR8 Public Car Parking

Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017)

SPL3 Sustainable Design

PPL2 Coastal Protection Belt

PPL3 The Rural Landscape

PPL4 Biodiversity and Geodiversity

PPL8 Conservation Areas

PPL9 Listed Buildings

CP1 Sustainable Transport and Accessibility

CP2 Improving the Transport Network

Local Planning Guidance

Tendring Landscape Character Assessment

Essex County Council Car Parking Standards - Design and Good Practice

Status of the Local Plan

The 'development plan' for Tendring is the 2007 'adopted' Local Plan. Paragraph 213 of the NPPF (2019) allows local planning authorities to give due weight to adopted albeit outdated policies according to their degree of consistency with the policies in the NPPF. Paragraph 48 of the NPPF also allows weight to be given to policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency with national policy. As of 16th June 2017, the emerging Local Plan for Tendring is the Tendring District Local Plan 2013-2033 and Beyond Publication Draft.

Section 1 of the Local Plan (which sets out the strategy for growth across North Essex including Tendring, Colchester and Braintree) was examined in January and May 2018 and the Inspector's initial findings were published in June 2018. They raise concerns, very specifically, about the three 'Garden Communities' proposed in north Essex along the A120 designed to deliver longer-term sustainable growth in the latter half of the plan period and beyond 2033. Further work is required to address the Inspector's concerns and the North Essex Authorities are considering how best to proceed.

With more work required to demonstrate the soundness of the Local Plan, its policies cannot yet carry the full weight of adopted policy, however they can carry some weight in the determination of planning applications. The examination of Section 2 of the Local Plan will progress once matters in relation to Section 1 have been resolved. Where emerging policies are particularly relevant to a planning application and can be given some weight in line with the principles set out in paragraph 48 of the NPPF, they will be considered and, where appropriate, referred to in decision notices. In

general terms however, more weight will be given to policies in the NPPF and the adopted Local Plan.

5. Officer Appraisal (including Site Description and Proposal)

Site Context

The application site consists of approximately 0.8 hectares of land that is farmed as part of Warren Farm. The applicant describes the site as flat and open farmland and the application site forms part of a larger field. To the south of the site is the Warren Farm complex which includes the Grade II listed Warren Farmhouse as well two large buildings which were originally for agricultural purposes but are now used as a gym and the other an engineering workshop.

The track that leads down to Warren Farm from The Bury is also a footpath on the Public Right of Way network (PROW 178_7). The footpath continues to run south of the application site through to Wigboro Wick Lane.

There are a number of listed buildings / structures near to the site, including the Grade I listed Church of St Peter and St Paul; the Grade II listed Telephone kiosk on the south side of The Bury, to the west of the access road; Warren Farmhouse to the south and on the northern side of The Bury is the St Osyth Priory complex. The proposed access road would be directly opposite the greensward and entrance to the St Osyth Priory gatehouse.

Proposal

This application proposes the construction of a car park for public use on the land. The car park would be accessed via a new made access road served by a 2m wide footpath. The car park would be surfaced in a stone mastic asphalt and make provision for 49 spaces.

Supporting information states that for the benefit of public safety and convenience, together with the need to provide support for local businesses, the ability for residents and visitors to park close to the village centre is imperative. Furthermore, the submitted planning statement confirms that the important and well used parish church adjoining the application site has no public car parking. Those visitors for weddings, funerals and normal Sunday services must find parking space in the locality, often at considerable inconvenience to themselves and those living in the area.

Landscape & Visual Impact

The supporting text to emerging policies SPL1 and SPL2 of the Draft Local Plan advises that outside the Settlement Development Boundaries, new development will be subject to strict control to protect and enhance the character and openness of the countryside. Amongst other things saved policy QL9 of the Local Plan and emerging policy SPL3 of the Draft Local Plan state that new development should make a positive contribution to the quality of the local environment and enhance local character. Saved Policy EN1 of the Local Plan and emerging policy PPL3 of the Draft Local Plan state that the quality of the district's landscape and its rural character will be protected, and where possible enhanced. Development which would significantly harm landscape character or quality will not be approved. Saved Policy EN3 and emerging policy PPL2 concern land designated as Coastal Protection Belts, which this land is. These policies state that new development which does not have a compelling functional need to be located in the Coastal Protection Belt will not be permitted to protect the open character of the undeveloped coastline not only in terms of visual amenity but in terms of access to the natural environment.

Consistent with this paragraph 170 of the Framework states that planning policies and decisions should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystem services.

The site is considered as part of the St Osyth Coastal Slopes Landscape Character (Tendring Landscape Character Assessment). While it is relatively featureless, the flat and exposed nature of the site allows views of the village in its countryside setting, particularly from the surrounding

footpaths that run along the eastern side of the site and to the south adjacent to Warren Farm. The site, as a characteristic part of the St Osyth Coastal Slopes, makes an important contribution to the discreet and rural setting of the village. Its openness means that it cannot accommodate development without undue harm to the landscape, making the site fairly susceptible to development. The construction of a car park in this location would result in the loss of an attractive area of open countryside, adversely affecting the character and setting of the village and diminishing users' enjoyment of the surrounding footpath network. This would undermine the distinctive identity of the settlement, would not conserve or enhance the rural character of the landscape and would be in direct conflict with the aims and aspirations of the Coastal Protection Belt to protect the unique and irreplaceable character of the Essex coastline from inappropriate forms of development that would harm visual amenity and access to the natural environment.

The Tendring Landscape Character Assessment also states that a key characteristic of the St Osyth Coastal Slopes designation is the character and pattern of existing rural lanes and informal tracks which, run up and down the slopes. The assessment goes on to state that these informal lanes should be conserved and that the upgrading of rural lanes and the introduction of urbanising elements such as those proposed as part of this application, including concrete kerbs and lighting will not be appropriate. It is evident therefore that the proposed development would result in a change to the current informal track to a more heavily engineered carriageway including raised kerbs, road markings, signage and potentially lighting. This would have an additional urbanising effect which would be detrimental to the appearance of the surrounding area and contrary to the guidance contained in the landscape character assessment and the aforementioned planning policies.

Overall the development would result in the urbanisation of the site, including the informal track, and would therefore result in significant harm to the countryside setting of the village, the Coastal Protection Belt designation and for users' enjoyment of the adjacent footpath network.

Listed Buildings & Conservation Area

The principle heritage assets for consideration are:

- The St Osyth Conservation Area;
- Grade I Listed Church of St Peter and St Paul (List Entry ID: 1111513); and
- Grade II Listed Warren Farm House (List Entry ID: 1337161).

The proposed development will cause harm to all three of these heritage assets.

The proposal will have a fundamental change in the immediate setting of the church and result in an adverse change to this aspect of agrarian setting which has been fundamentally unchanged, in terms of land use, for hundreds of years and likely since the church was constructed. Considering this adverse change, and other considerations such as environmental and diurnal changes in the setting, the impact is considerable to this Grade I listed building.

The impact to the Conservation Area is also considered in the same light as outlined above for the church, although with the addition of a direct impact which may arise from the new access road which has potential to have a direct impact on the character and appearance of the conservation area.

The proposed development will also result in considerable change the historic approach to Grade II listed Warren Farm House. Historic maps show that this track is the historic route to the farmhouse. The proposed development will detract from this route, in terms of the change of land use. This will adversely affect how the farmhouse is appreciated and experienced in its agrarian setting. The farm is historically an isolated farmstead outside of the settlement, this proposal will detract from the experience and understanding of this relationship.

The proposal will cause 'less than substantial harm' to the setting and significance of three designated heritage asset (one of which is Grade I listed).

Highways, Transport & Access

Paragraph 108 of the NPPF (2019) relates to transport and requires Councils, when making decisions, to ensure that:

- Appropriate opportunities to promote sustainable transport modes can be made - or have been - taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Policy TRA1a in the adopted Local Plan requires that development affecting highways be considered in relation to reducing and preventing hazards and inconvenience to traffic including the capacity of the road network. Policy CP2 in the emerging Local Plan states that proposals which would have any adverse transport impacts will not be granted planning permission unless these are able to be resolved and the development made acceptable by specific mitigation measures which are guaranteed to be implemented.

In this case, the Highway Authority have been consulted and do not have any objections subject to the following;

- the road junction at its bell-mouth with The Bury being constructed at right angles to the highway boundary and the carriageway width being 5.5m for at least 6m back from the highway with a 2m wide flanking footway;
- 25m x 2.4m x 25m visibility splays being afforded to the car park;
- no unbound materials being used in the first 12m of the access;
- the submission of a scheme for bollards around Hill House and the Old Coach House;
- diversion of the existing right of way being secured via an Order; and
- the adoption of part of the Footpath no.7 on the eastern side with a 2m footway from its junction with The Bury to a point 5m south of the proposed junction for the new dwellings.

These requirements would be secured via condition.

Residential Amenity

Paragraph 117 of the NPPF states that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

In terms of vehicular movements along the lane the traffic movements would not give rise to undue noise and disturbance to local residents' enjoyment of their rear gardens. Furthermore, due to the presence of mature vegetation to the rear boundary of The Vicarage, with the potential for additional planting, any noise and disturbance associated with the use of the car park and its impact upon the residents of The Vicarage would not be so adverse as to warrant a refusal.

Planning Balance

Overall it is considered that the landscape and heritage harm identified would outweigh the perceived benefits associated with the new public parking area. Limited evidence has been provided identifying the strong need for a car park of this scale in this location.

Other Considerations

St Osyth Parish Council provide the following comments;

- the site of the proposed development is the only suitable location for a car park, the need for which has already been acknowledged by the District Council.
- that the residents cannot rely on the goodwill of two landowners for the continuing provision of off street parking.

The Council subsequently voted in favour of the application.

6. Recommendation

Refusal

7. Reasons for Refusal

- 1 The supporting text to emerging policies SPL1 and SPL2 of the Draft Local Plan advises that outside the Settlement Development Boundaries, new development will be subject to strict control to protect and enhance the character and openness of the countryside. Amongst other things saved policy QL9 of the Local Plan and emerging policy SPL3 of the Draft Local Plan state that new development should make a positive contribution to the quality of the local environment and enhance local character. Saved Policy EN1 of the Local Plan and emerging policy PPL3 of the Draft Local Plan state that the quality of the district's landscape and its rural character will be protected, and where possible enhanced. Development which would significantly harm landscape character or quality will not be approved. Saved Policy EN3 and emerging policy PPL2 concern land designated as Coastal Protection Belts, which this land is. These policies state that new development which does not have a compelling functional need to be located in the Coastal Protection Belt will not be permitted to protect the open character of the undeveloped coastline not only in terms of visual amenity but in terms of access to the natural environment.

Consistent with this paragraph 170 of the Framework states that planning policies and decisions should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystem services.

The site is considered as part of the St Osyth Coastal Slopes Landscape Character (Tendring Landscape Character Assessment). While it is relatively featureless, the flat and exposed nature of the site allows views of the village in its countryside setting, particularly from the surrounding footpaths that run along the eastern side of the site and to the south adjacent to Warren Farm. The site, as a characteristic part of the St Osyth Coastal Slopes, makes an important contribution to the discreet and rural setting of the village. Its openness means that it cannot accommodate development without undue harm to the landscape, making the site fairly susceptible to development. The construction of a car park in this location would result in the loss of an attractive area of open countryside, adversely affecting the character and setting of the village and diminishing users' enjoyment of the surrounding footpath network. This would undermine the distinctive identity of the settlement, would not conserve or enhance the rural character of the landscape and would be in direct conflict with the aims and aspirations of the Coastal Protection Belt to protect the unique and irreplaceable character of the Essex coastline from inappropriate forms of development that would harm visual amenity and access to the natural environment.

The Tendring Landscape Character Assessment also states that a key characteristic of the St Osyth Coastal Slopes designation is the character and pattern of existing rural lanes and informal tracks which, run up and down the slopes. The assessment goes on to state that these informal lanes should be conserved and that the upgrading of rural lanes and the introduction of urbanising elements such as those proposed as part of this application, including concrete kerbs and lighting will not be appropriate. It is evident therefore that the proposed development would result in a change to the current informal track to a more heavily engineered carriageway including raised kerbs, road markings, signage and potentially lighting. This would have an additional urbanising effect which would be detrimental to the appearance of the surrounding area and contrary to the guidance contained in the landscape character assessment and the aforementioned planning policies.

Overall the development would result in the urbanisation of the site, including the informal track, and would therefore result in significant harm to the countryside setting of the village,

the Coastal Protection Belt designation and for users' enjoyment of the adjacent footpath network.

- 2 Paragraph 127 of the National Planning Policy Framework 2019 (NPPF) requires that development should respond to local character and history, and reflect the identity of local surroundings. It goes on to say that local distinctiveness should be promoted and reinforced. Saved Policy QL9 and EN1 of the Tendring District Local Plan (2007) and Policy SPL3 and PPL3 of the emerging Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017) seeks to ensure that development is appropriate in its locality and does not harm the appearance of the landscape.

Furthermore, Paragraphs 184 of the NPPF states that heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. Specifically Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

Additionally, Saved Policy EN23 of the Tendring District Local Plan (2007) and Policy PPL9 of the emerging Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017) state that proposals for development that would adversely affect the setting of a listed building will not be permitted.

Policy EN17 of the Adopted Local Plan states that development within a Conservation Area must preserve or enhance the character or appearance of the Conservation Area. The sentiments of this policy are carried forward within Policy PPL8 of the Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017).

The principle heritage assets for consideration are:

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- Grade II Listed Warren Farm House (List Entry ID: 1337161).

The proposed development will cause harm to all three of these heritage assets.

The proposal will have a fundamental change in the immediate setting of the church and result in an adverse change to this aspect of agrarian setting which has been fundamentally unchanged, in terms of land use, for hundreds of years and likely since the church was constructed. Considering this adverse change, and other considerations such as environmental and diurnal changes in the setting, the impact is considerable to this Grade I listed building.

The impact to the Conservation Area is also considered in the same light as outlined above for the church, although with the addition of a direct impact which may arise from the new access road which has potential to have a direct impact on the character and appearance of the conservation area.

The proposed development will also result in considerable change the historic approach to Grade II listed Warren Farm House. Historic maps show that this track is the historic route to the farmhouse. The proposed development will detract from this route, in terms of the change of land use. This will adversely affect how the farmhouse is appreciated and experienced in its agrarian setting. The farm is historically an isolated farmstead outside of the settlement, this proposal will detract from the experience and understanding of this relationship.

The proposal will cause 'less than substantial harm' to the setting and significance of the three designated heritage assets (one of which is Grade I listed), the public benefits of which are considered to be outweighed by the harm identified.

8. Informatives

Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing those with the Applicant. However, the issues are so fundamental to the proposal that it has not been possible to negotiate a satisfactory way forward and due to the harm which has been clearly identified within the reason(s) for the refusal, approval has not been possible.

Are there any letters to be sent to applicant / agent with the decision? If so please specify:	YES	<input checked="" type="radio"/> NO
Are there any third parties to be informed of the decision? If so, please specify:	YES	<input checked="" type="radio"/> NO