

MINUTES OF PLANNING SUB-COMMITTEE MEETING HELD ON MONDAY 15 FEBRUARY 2016 IN THE ROBING ROOM, THE CASTLE, HERTFORD AT 6.00PM

PRESENT: Cllr Mrs B Haddock, in the Chair

Councillors: M Deards, R Deering, Mrs S Dunkley and P Ruffles A Stevenson (Part of the Meeting)

IN ATTENDANCE: Tricia Carpenter – Civic Administration Manager
Jackie Haynes – Customer Services Assistant

431. APOLOGIES FOR ABSENCE

Apologies for absence were received from Cllr Dr Radford (Personal Commitment) and Cllr Cousins (Personal Commitment)

432. DECLARATIONS OF INTEREST

Cllr Ruffles & Cllr Deering	Declarable	Planning Application- 3/16/0115/FUL/TH – Sovereign House, Hale Road	As East Herts members Cllrs withdrew from the meeting
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433. THE MINUTES

It was **RESOLVED** that:

The minutes of the Planning Sub-Committee Meeting held on 1 February 2016 were approved as a correct record of the proceedings, and the Chairman was authorised to sign the same.

434. MATTERS ARISING FROM THE MINUTES NOT DEALT WITH ELSEWHERE ON THE AGENDA – PAPER A

Signage - Warren Terrace: The Committee was pleased to note that it has been advised that two new signs will be in place by March 2016.

It was **RESOLVED** that:

The action sheet be noted.

435. QUESTIONS AND/OR STATEMENTS FROM MEMBERS OF THE PUBLIC

None.

436. PLANNING APPLICATIONS

The Committee considered current planning applications, and commented as follows:

3/16/0115/FUL/TH	Sovereign House, Hale Road	Erection of 57 units of Assisted Living Extra Care (Use Class 2) accommodation for the frail elderly and 24 units of Retirement Living Sheltered accommodation including communal facilities and car parking (<i>Castle Ward</i>)
The Committee expressed concern at the height of the proposed building, although it is recognised that the design was an improvement on the existing building.		

3/16/0156/HH/AH	124 Ware Road	Proposed single storey rear extension and front porch with associated works. <i>(Kingsmead Ward)</i>
No Objection		
3/15/0148/HH/MC	393 Ware Road	Proposed single storey rear extension <i>(Kingsmead Ward)</i>
No Objection		
3/16/0083/HH/LP	The Cedars, 15 Bengeo Street	Addition of new rear dormer window to plot 3 <i>(The Mallards) (Bengeo Ward)</i>
No Objection		
3/16/0174/ADV/MC	29 Bircherley Green	New shop fascia <i>(Castle Ward)</i>
The Committee would wish to see more sympathetic materials used within the Conservation Area. It is felt that it should be able to relate to the historic core properties near to the important ancient listed buildings. In addition, it was felt that the frontage appeared bland and lacking of character.		
3/16/0170/HH/AH	24 Byde Street	Proposed double storey side extension at rear <i>(Bengeo Ward)</i>
No Objection		
3/15/2248/LBC/SD	7 St Andrew Street	Removal and replacement of internal walls; installation of 2no extract grills and the replacement of 2no air conditioning condensers to the rear, <i>(Bengeo Ward)</i>
No Objection		
3/16/0175/FUL/MC	29 Bircherley Green	New shop front and 1 st floor window <i>(Castle Ward)</i>
The Committee would wish to see more sympathetic materials used within the Conservation Area. It is felt that it should be able to relate to the historic core properties near to the important ancient listed buildings. In addition, it was felt that the frontage appeared bland and lacking of character.		
3/16/0199/HH/EB	9 The Drive	Single storey rear extension <i>(Bengeo Ward)</i>
No Objection		
3/16/0226/FUL/AH	Priory House, 2 Priory Street	Change of use of first floor from office use to residential flat. Insertion of 2no rooflights to north face of roof. New hard standing for 1no car space. <i>(Castle Ward)</i>
No Objection		
3/16/0151/FUL/TH	Marshgate Drive adjacent to Smeaton Court.	Erection of a building for electricity plant on behalf of UK Power Networks together with associated landscaping (retrospective) <i>(Castle Ward)</i>
The Committee strongly objected to the development, which detracted from the carefully designed important rounded feature end, which the Town Council considered particularly important in relation to leisure uses of the Meads and the Waterways.		
3/16/0125/HH/AH	19 Talbot Street	Erection of a rear dormer extension and 2no of conservation roof lights to the front roof slope <i>(Castle Ward)</i>

No Objection		
3/16/0184/FUL/DS	Plot 41, Willis Grove, (Area C) Balls Park	Alterations to existing planning permission (3/15/1225/FUL) to include additional ground floor window to plot 41 (<i>Castle Ward</i>)
No Objection		
3/16/0212/FUL/SD	2 The Folly	Infill of existing courtyard to create additional restaurant space (<i>Bengeo Ward</i>)
No Objection		
3/16/0220/HH/EB	6 Grange Close	Single storey front extension with new pitched roof (<i>Bengeo Ward</i>)
No Objection, however the Committee expressed concern that it may change the character of the street.		
3/16/0227/HH/EB	84 Cowper Crescent	Single storey rear extension and altering existing roof to existing rear extension. New window opening on side elevation. (<i>Bengeo Ward</i>)
No Objection		

Councillors Deering and Ruffles declared that any views expressed about applications were on the evidence before them so far, and at this meeting. They reserved the right to speak on additional evidence, which may be presented to them subsequently as District Councillors.

437. DECISIONS RECEIVED FROM HERTFORDSHIRE COUNTY AND EAST HERTS COUNCILS

It was **RESOLVED** that:

The review of decision notices from East Herts Council be noted.

438. CORRESPONDENCE

None.

439. HERTFORDSHIRE TRANSPORT VISION 2050

The Committee received a report and a copy of the Hertfordshire Transport Vision to 2050 and made the following comments:

Hertford is the seat of all Hertfordshire Government, the home to the County Council, District Council and Hertford Town Council, and therefore the Hertford Town Council welcomes the opportunity to voice a response to this application and define the reference to Hertford as the County Town.

Hertford Town Council is disappointed by the vision of this proposed 2050 Transport Strategy which has a very strong Local Enterprise Partnership bias and far less a 'place' value. It would welcome reassuring feedback.

The vision particularly disappoints because of its apparent failure to recognise and look to strengthen some of the characteristics of the County for the benefit of those who not only work but live in Hertfordshire; and for Hertford Town Council, who live now, and will live in Hertford, in future years.

Hertfordshire has long been celebrated as a flourishing County of distinct small town settlements. Its County town is typical. Emerging local development plans for East Herts do seem to respect such qualities in ancient towns and villages of its District but

there is little apparent awareness of 'place values' in the 2050 Transport Vision. Vibrant economy and 'place quality' go hand in glove.

Hertford works as a hub for many villages and nearby town communities. Some, particularly in administrative employment and office business, choose to both live and work here. Others may live and commute elsewhere. The town needs good access by private and public transport and the 2050 Vision seems to recognise growth and protection in a heavily biased channelled north south plane, and especially in the south and west of the County. Hence our disappointment.

Hertford's historic core must be protected if this town is to flourish and the Vision, with no ideas to speak of, about A414 improvement from which Hertford could benefit, proposes (or hints at) tinkering measures which would only make town centre roads even more congested. In addition concerns are also expressed regarding the excess capacity of traffic using the B158 and that the resulting current congestion issues are not addressed by this consultation. Hertford also needs good rail links, not just to Central London but to the north.

Jobs, transport and place are equal elements. 'Place' is under recognised in the 2050 Vision.

Package 1.

First, the Vision promotes no solution for the capacity and efficiency issues of the A414 until 2031 at the earliest. Airport expansion likelihood to the east and the almost certain increase in homes near the A414 to the west, have led to Hertford Town Council members to label the absence of a fundamental set of improvements to the A414 traffic movements as 'reprehensible'.

The efficiency of the road itself, the efficiency of the various junction points and the easing thereby of traffic congestion levels in the historic core area should be paramount in a Vision considering a thirty year period. Hertford Town Council feels the Vision shows a strong emphasis on travel in the west of the County and less attention is paid to the situation of Hertford as a Town. There is no proposal that would effectively restore the A414 to its key status of linking small town to small town for sound economic reasons – and prevent its further development as an M25 alternative. High occupancy lanes are certainly not the answer.

Nearly 20% of East Herts residents who commute, do so to London, but about half of all East Herts commuters travel east-west, and north. Local road traffic conditions in and around Hertford frustrates movement. Congestion adds greatly to pollution levels.

Package 2.

Nevertheless, rail travelling commuters make a significant number. They are often key members of Hertford's community and contribute to qualities of 'place' in a variety of ways. The Vision is right to give emphasis to the best interests of rail passengers. Crossrail2 is considered in the Vision chiefly in connection with rail travel from Hertford East. With extra tracks for Crossrail2 between Broxbourne and Tottenham Hale to accommodate Crossrail2, welcome opportunities to increase frequency and reduce journey times to central London will occur. Hertford Town Council welcomes Crossrail2 to Broxbourne proposals but feels that Hertford East should not be excluded from Crossrail2 considerations and would like to see the scope of improved services to Hertford clearly defined.

The Council is keen to see Crossrail2 benefits also to the Hertford loop, through Enfield Chase to Stevenage. It regrets the possible absence of Crossrail2 interchange at Alexandra Park. It is, however, aware of other proposals from lobbyists calling for Crossrail2 to be associated with services to, for example, Welwyn Garden City. It supports their investigation. They could enable key changes in services on the Hertford loop to Stevenage and hence the north. The Vision has too great an emphasis on London as a destination.

Hertford needs stronger links with Cambridge and other places to the north, which the appropriate arrangements on its East Coast main line in north London and possibly Welwyn Garden City could facilitate and such links would be without travel first into central London.

Other forms of Public Transport are critical to maintaining Hertford's vitality as an economic hub – a county market town and administrative centre. To the north, its hinterland comprises villages within sparsely the populated East Herts rural area, and in all directions, but, particularly to the north and east, its small historic neighbouring towns. These places continue to relate to Hertford for all sorts of economic, employment, leisure and educational reasons. Again the A414 is important and so is the bus network east-west, and from the north. No real vision is evident in connection with public transport services by road in Hertford's area. The study focuses elsewhere. Hertford Town Council expects better investment in bus travel not just for residents but for visitors from north and east in particular. Light rail or guided bus schemes should be part of Hertfordshire Vision for this part of the County in medium and long term.

Package 3.

Sustainability issues for transport seem to be entertained only where measures can be more easily applied, where population densities are greater and travelling shorter. Sustainability must embrace areas of greater challenge. There is special additional reason for sustainable transport measures in, for example, north and east Herts where isolation is linked to health issues, quite apart from other good reasons to be creative and adventurous in a 30 year Vision. Better, easy, clean travel, through improved transport opportunities, for rural residents and workers making links with both Hertford and Ware should be part of the adopted vision.

Package 4.

Hertford Town Council repeats its objections to the provision of 'high occupancy lanes' on the A414. Employment of such a device would seem to provide a recipe for adding congestion for A414 road traffic itself and consequently on the roads which feed into the A414 at Hertford.

It was **RESOLVED** that:

The above comments will be forwarded to Hertfordshire County Council.

440. YELLOW LINE REQUEST

In connection with a recent planning application of a new property behind, the Committee expressed concern about the width of the access, particularly during the construction period and it was requested that the junction is protected from parked vehicles.

It was **RESOLVED** that:

Correspondence be sent to Hertfordshire County Council for the installation of junction protection yellow lines at The Avenue, Bengo, opposite the Lys Hill Garden entrance.

441. STREET SIGN REQUEST FOR WARREN TERRACE

The Committee were advised that correspondence had already been forwarded to East Herts Council and the street sign request at Warren Terrace has been agreed.

It was **RESOLVED** that:

442. ITEMS FOR FUTURE AGENDA

No Items.

Meeting closed at 7.28pm