



Public Document Pack

DEVELOPMENT MANAGEMENT AGENDA

THURSDAY 26 JULY 2018 AT 7.00 PM
COUNCIL CHAMBER, THE FORUM

The Councillors listed below are requested to attend the above meeting, on the day and at the time and place stated, to consider the business set out in this agenda.

Membership

Councillor Guest (Chairman)
Councillor Bateman
Councillor Birnie
Councillor Clark
Councillor Conway
Councillor Maddern
Councillor Matthews

Councillor Riddick
Councillor Ritchie
Councillor Whitman
Councillor C Wyatt-Lowe (Vice-Chairman)
Councillor Fisher
Councillor Tindall

For further information, please contact Katie Mogan or Member Support

AGENDA

8. **ADDENDUM** (Pages 2 - 41)

Agenda Item 8



DEVELOPMENT MANAGEMENT COMMITTEE
Thursday 26th July 2018 at 7.00 PM

ADDENDUM SHEET

Item 5a

4/02368/17/MOA

DEMOLITION OF A 4 STOREY OFFICE BUILDING. CONSTRUCTION OF UP TO 17 STOREY RESIDENTIAL DEVELOPMENT. FEATURING 305 APARTMENTS, ON-SITE GYM AND LEISURE FACILITIES, ON-SITE COFFEE SHOP, ROOF GARDEN AND LIBRARY/OBSERVATORY, INTERNAL ARBORETUM, FUNCTION ROOM AND UNDERGROUND PARKING FACILITIES FOR 323 CARS IN AN AUTOMATIC CAR PARKING SYSTEM, WITH ON-SITE ELECTRIC CAR SHARE.

THE BEACON, WHITELEAF ROAD, HEMEL HEMPSTEAD, HP3 9PH

It should be noted that the revised NPPF does not affect the recommendation reached as set out in the report.

Recommendation

As per published report.

Item 5b

4/02402/17/MOA

DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT TO CREATE 10 DWELLINGS (CLASS C3) WITH ACCESS OFF HUDNALL LANE (OUTLINE APPLICATION WITH ACCESS, LAYOUT AND SCALE SOUGHT)

FOURWAYS CAR SALES, HUDNALL CORNER, LITTLE GADDESSEN, BERKHAMSTED, HP4 1QP

Further representations

Gade Lodge, Hudnall Corner

I write as a neighbour of Tim Mayes, the author of the email below.

I am in complete agreement with the various points Mr Mayes raises and so voice my objections to the planning proposal being considered by you. I am not opposed to the redevelopment of the site into residential properties, but consider that the density proposed is excessive for the area.

In particular I wish to raise my concerns over the likelihood of increased car parking on Hudnall Lane. Mr Mayes addresses this point eloquently below. However my youngest daughter and wife have suffered the consequences of cars being parked right by the crossroads and further up Hudnall Lane. I wish therefore to seek assurances that the council, whether Borough or County, will put in place suitable safety measures or restrictions to ensure that traffic can flow uninterrupted up and down Hudnall Lane.

I am aware that any parking restrictions on Hudnall Lane would impact on my neighbours Mr & Mrs Dyson who are obliged to park on Hudnall Lane. I would urge the council to find some space for them off road. This could be incorporated into the plans being considered by you.

I trust my concerns will be considered properly by the council at the forthcoming meeting.

Haybourne, Hudnall Corner

on Thursday you will be asked to vote to approve or reject a planning application for the above. I live in one of three houses - "Haybourne" - that border the proposed development. The other residents and owner of the access track are all in copy. I would have spoken at the Development meeting but the school year has finished, we will be on overseas vacation and we only had notice of the meeting earlier this week. I understand i would have been allowed 3 minutes to speak - this e mail will take less than that to read - I appreciate your time in hearing another side to the proposal.

My wife and i have been resident at this location over 10 years - we are broadly supportive of the conversion to residential but not under any circumstances. The current plans whilst well intentioned to provide local homes represent a huge over development of premium properties that will set precedents and cause a number of issues.

Over-development that is detrimental to the character of the local area

You will be aware the proposed development is a gateway location both to Dacorum and Little Gaddesden in an AONB. The proposed development is surrounded by modest 4-5 bedroom houses occupying average plot sizes for the area. For example; "Haybourne" has a property **density of 6.7 properties per hectare** representing a medium sized plot. The proposed development has a **density of 27 properties per hectare** (section 9.11). This comparison is not offered in the briefing. Whilst granting development might fit with policy guidelines this density (four times the current) will have a detrimental impact on the character of the local area and is a multiple of any other development in the Parish.

This over development is evidenced in the report by the following;

1. Car parking has a technical shortfall of 5.25 spaces. (section 9.28)

9.21 states Car Parking would be completely contained within the courtyard area which would be considered acceptable. This cannot be guaranteed and is contradicted later in the document admitting a **shortfall of parking spaces**.

As a rural hamlet on the edge of Little Gaddesden Parish car ownership is very high and usage is essential. There are only 2 buses 5 days per week to the local town (9.31 does not specify service). We are located at the bottom of a 1 mile long hill popular with sports cyclists for the riding challenge - it is not a road families or children can commute on and there are no pavements or street lighting to the village centre.

If we assume the policy guidelines are correct and ignore occasional visitors, service people and higher local ownership levels there will be more than 5 cars parked on Hudnall Lane + current 2 cars in a 50mph zone. There have been at least 2 accidents in past 18 months of cars hitting and writing off parked cars at night - this is not reported in the traffic survey and an approval will result in more accidents. There are also no restrictions preventing parking on both sides of the lane - if this were to happen - perfectly legally - buses and farm traffic would be unable to pass. Parking restrictions would never be enforced and are not a mitigation. The cross roads is infamous locally for accidents and if evidence is required speak with the people running the garage at the site who witness daily near misses and regular accidents.

Improvement in closure of access points does not justify under provision of parking.

2. Family homes with Private Gardens so small they need restrictions - section 9.16

These are 3 and 4 bed family homes that will likely sell for £700-900K each. (average property price in HP4 1QP £1.24m - Zoopla July 2018) The gardens are reported as 'smallest area 47.3m' section 9.19 implying they are in keeping with local area. Section 9.16 requires a section 106 agreement to prevent children's play equipment and minimal fencing being located in 50% of the gardens presumably due to dangers caused by lack of scale and proximity to the road. It is believed this is unenforceable.

3. Rear Access along farm track is being leveraged to make density plans appear reasonable

The boundaries of the track are incorrect as the landowner will confirm - previous planning was granted on the basis of a single access point between Oak Tree Cottage and the B440 (formerly A4146) and not access through this farm track used to access White Rails, Haybourne and the garage of Oak Tree Cottage. Service vehicle (Fire, Refuse) access along this track requires use of neighbours land to provide turning space into the development. Insufficient space to access is another indicator of over development.

Proposals for resolution

- Reduce property density to a maximum of 8 at same or lower m2 overall development
- Increase parking spaces and garden sizes per unit
- Remove farm track access in favour of single access point per above.

Thank-you for taking the time to read this - development should be welcome but it needs to be sensitively designed, safe and in balance with the local area not commercial gain.

Considerations

A response to the key points raised has been provided below.

Dwelling density

The numerical density of the development is not the sole determining factor in the appropriateness of the proposal and should be balanced against other considerations, including the removal of the existing business from the site and the resulting visual improvements to the surrounding sensitive countryside.

It is acknowledged that the site coverage and intensity of residential development proposed would be greater than that of neighbouring properties. However, the quantum of development proposed has also been assessed relative to existing conditions on the site.

For information it is noted that the previously approved dwelling density was at 16 dwellings per hectare. For reasons unknown this scheme was not implemented.

Paragraphs 122 and 123 of the revised National Planning Policy Framework (NPPF) which relate to achieving appropriate densities are relevant in the consideration of this application. These provisions support development that makes efficient use of land, taking into account (accepting not all would be directly relevant in this particular case):

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

As well as:

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site (paragraph 123).

Parking provision

A technical shortfall below the local maximum on-site parking provision standard (under saved Appendix 5 of the Local Plan) has been identified of approximately five spaces. With respect to highway safety, Hertfordshire Highways noted that the proposed development would only impact on the highway if the development fails to provide sufficient off street parking spaces (as their advice concluded that overall the net impact would see a reduced number of movements onto the highway network). Noting the rural location of the site it would be reasonable to assume that there would be some on-street parking as a result of the development.

Based on the pattern of surrounding development where existing dwellings typically contain all parking requirements within their respective curtilages, the only neighbouring property likely to utilise on-road parking (on Hudnall Lane) would be Oak Tree Cottage.

It is also noted that landscaping is a reserved matter and Condition 5 of the recommendation requires details of car parking to be submitted for approval should it be considered that the on-site parking provision should meet the specified local standard for this development to accord with Policies CS8 and CS12 of the Core Strategy, saved Policies 54 and 58 of the Local Plan and paragraphs 108 and 109 of the NPPF.

Planning balance

If it is considered in this instance that paragraphs 11 and 12 of the revised NPPF are engaged, the harm of the proposed development would be outweighed by the benefits of the scheme. This would include the visual improvements to the site within a prominent location within the designated Chilterns Area of Outstanding Natural Beauty, removal of two vehicle access points off the high-speed Dagnall Road, together with the provision of housing for which there is strong policy support.

It should be noted that the revised NPPF has not affected the recommendation reached as set out in the report.

Recommendation

As per published report.

Policy context

For reference, paragraphs 11 and 12 of the NPPF are set out below:

11. Plans and decisions should apply a presumption in favour of sustainable development...

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

12. The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

Item 5 c

4/01198/18/MFA

DEMOLITION OF EXISTING BUILDING AND CONSTRUCTION OF FOUR RESIDENTIAL BUILDINGS TO PROVIDE 29 FLATS (12 X 1BED, 17 X 2BED), PUBLIC OPEN SPACE, RESIDENTIAL AND VISITOR PARKING AND ASSOCIATED AMENITY SPACE.

Design update

Amended plans have been received and will be subject to consultation. The amendments propose design changes in accordance with recommendations of the Design and Conservation Officer.

Comments of Design and Conservation Officer

I have reviewed the revised drawings and believe that my principle concerns in relation to the design detail have been addressed. Any further detailed discussions can take place during the discharge of the conditions where the final design choices

of the scheme can be agreed to ensure that a high quality scheme which enhances the area is approved.

Policy Update

The NPPF 2 was adopted on 24th July 2018 and replaces the previous NPPF. It providing the overarching national policy framework for plan and decision making. The objectives and policies contained within the NPPF 2 align with the recommendation put forward for this application and there are no new policies which would undermine the proposed recommendation. In fact, the NPPF 2 strengthens the requirements for developments to make efficient use of land, taking into account of the following:

a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; b) local market conditions and viability; c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for future improvement and the scope to promote sustainable travel modes that limit future car use; d) the desirability of maintaining an area’s prevailing character and setting (including gardens), or of promoting regeneration and change; and e) the importance of securing well – designed, attractive and healthy places.

The NPPF 2 strengthens the importance of securing affordable housing schemes and indicates that maximum parking standard should only be set in areas of high transport links. It is considered that this scheme for affordable housing on a previously developed site, located opposite a train station and local bus routes and close to shops and public amenities, and of high quality design accords with the objectives and policies of the NPPF 2.

Recommendation

As per published report.

Item 5d

4/00367/18/FUL

DEMOLITION OF EXISTING DWELLING AND DEVELOPMENT OF TWO 3-BED AND TWO 4-BED DWELLINGS, ACCESS DRIVE, PARKING AND LANDSCAPING

39A ADEYFIELD ROAD, HEMEL HEMPSTEAD, HP2 5DP

It should be noted that the revised NPPF does not affect the recommendation reached as set out in the report.

Recommendation

As per published report.

Item 5e

4/00419/18/FUL

DEMOLITION OF EXISTING DETACHED GARAGE AND FLAT ROOF SIDE EXTENSION. CONSTRUCTION OF NEW 2 BEDROOM DWELLING.

2 NUNFIELD, CHIPPERFIELD, KINGS LANGLEY, WD4 9EQ

- Condition added to restrict the window on rear elevation to be obscure glazed and non-opening below 1.7 metres.

The bathroom window at first floor level (shown on drawing no. 02 Revision H) in the rear elevation of the dwelling hereby permitted shall be non-opening below 1.7 metres and shall be permanently fitted with obscured glass unless otherwise agreed in writing with the local planning authority.

Reason: In the interests of the amenity of adjoining residents, in accordance with Policy CS12 of the Dacorum Core Strategy.

- Clarification that the first floor side window on the side elevation mentioned in the committee report has been removed. As such, a condition is not required.
- Consideration has been given to the revised NPPF which has no impact on the recommendation.
- Further objection received from The Paddock – please see Appendix 1 attached to addendum.

Recommendation

As per published report.

.....

Item 5f

4/00536/18/FUL

CONSTRUCTION OF 2 BED DWELLING (AMENDED SCHEME)

2 COWPER ROAD, MARKYATE, AL3 8PR

- Consideration has been given to the revised NPPF which has no impact on the recommendation.

Recommendation

As per published report.

Item 5g

4/01348/18/FUL

CHANGE OF USE FROM (B1/B8) STORAGE TO (A3) CAFÉ

CORNER BARN, CHURCH FARM, STATION ROAD, ALDBURY. HP23 5RS

Further representations:

Hertfordshire Highways

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.

INFORMATIVES:

1. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.
2. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

COMMENTS

This application is for Change Of Use From (B1/B8) Business/Storage To (A3) Café
It is proposed that the main clientele of the café will be cyclists and will seat around 25-30 covers. Proposed opening times are 09:00 - 17:00 Monday to Friday and 08:00 - 16:00 weekends and bank holidays.

PARKING

One additional car parking space is required for additional staff and there is adequate space on site to accommodate this. 11 additional cycle spaces are also proposed.

ACCESS

There are two existing access on Station Road and no changes are proposed to these. The proposal is that the main more Westerly access will be used to advertise the café and for cycle, pedestrian and vehicular access. Station Road is an unnumbered "C" classified road, also classified as a leisure route and cycleway, the Tring/Berkhampstead Circular, with a speed limit of 30 mph, so vehicles are required to enter and exit the site in forward gear.

CONCLUSION

Hertfordshire County Council as Highway Authority considers the proposal would not have an increased impact on the safety and operation of the adjoining highways

Chilterns Conservation Board

The Chilterns Conservation Board (CCB) has been alerted to this application and would propose to offer brief comments.

Key planning policy and legislative duties apply as:

(1) The AONB Management Plan 2014-2019 at section 2 (Broad Aims) as Broad Aims - High quality and enjoyable recreation and access opportunities should be available to all. - Good health and a sense of well-being should be encouraged by promoting activities based on the sustainable enjoyment of the countryside. - Every resident and visitor should be aware of, and enjoy responsibly, the Chilterns' special qualities. - More people are interested in and involved with countryside activities and stewardship.

(2) Section 85 (i) of the Countryside and Rights of Way (CROW) Act -'In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty, a relevant authority shall have regard to the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty'

(3) Paragraph 115 of the National Planning Policy Framework (NPPF)-'Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty'; and

(4) Dacorum Local Plan Policy 97 regarding the Chilterns AONB, 'In the Chilterns Area of Outstanding Natural Beauty the prime planning consideration will be the conservation of the beauty of the area; the economic and social well-being of the area

and its communities will also be taken into account. Any development proposal which would seriously detract from this will be refused. Wherever development is permitted it will be on the basis of its satisfactory assimilation into the landscape. Every effort will be made to discourage development and operations that would adversely affect the beauty of the area. Landowners are encouraged to adopt the following planning guidelines which will contribute to the preservation and enhancement of the area. The Council will adhere to the guidelines whenever considering planning applications: (a) New Buildings and Other Development - Development must not be intrusive in terms of noise, disturbance, light pollution, traffic generation and parking. Building, plant and structures must be sympathetically sited and designed, having regard to natural contours, landscape, planting and other buildings; there should be no adverse effect on skyline views. Colours and materials used for a development must fit in with the traditional character of the area. (and continues). The duties pertinent to a conservation board are set out in the CROW Act at section 87 'General purposes and powers' where it states that 'It is the duty of a conservation board, in the exercise of their functions, to have regard to-(a) the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty, and (b) the purpose of increasing the understanding and enjoyment by the public of the special qualities of the area of outstanding natural beauty' Should a conflict arise then the Board will attach greater weight to the purpose mentioned in paragraph (a).

We set this out because in this case a cycling café facility has potential to contribute to (b) as above. Our primary purpose requires a focus on the conservation and enhancement duty in the legislation but our secondary duty promotes the understanding and enjoyment of the Chilterns. The AONB Management Plan is a material consideration, as confirmed in Planning Practice Guidance. This fundamental point is made by the AONB Management Plan at its Policy D1 which states that, D1 - 'The natural beauty of the Chilterns AONB should be conserved and enhanced by encouraging the highest design standards, reinforcing local distinctiveness and respecting the landscape, settlement character and special qualities of the AONB'. Section Two on understanding and enjoyment deals with associated facilities and services at UE9 where it states 'The quality of welcome given to visitors, including the development of new facilities and services where appropriate, should be enhanced'.

The principle of the use here would satisfy this duty and the social well-being purpose of Dacorum Local Plan Policy 97.

.....

Item 5h

4/02935/17/FUL

CONSTRUCTION OF TWO POLYTUNNELS AND A BARN FOR AGRICULTURAL PURPOSES

LAND AT UPPER BOURNE END LANE, HEMEL HEMPSTEAD

Further representations:

Greywolf Farm

There is no detailed information/ plans about what works are proposed or will potentially be granted through this application in regards to the access track, which I own. This is my sole concern as you will be giving planning permission for works on land that the applicant does not own, but I do.

Restrictions are already in place on that access way via a granted application - I'm unsure how the legalities of this will work. There is currently a condition within planning application 4/00816/FUL which prevents any additional hardstanding on the entire site, including the track included within this application. Placing anything on the track would count as hardstanding even if it allows grass to grow up through it.

If this application is granted and it includes works or improvements to the access track, I do not have the legal ability to prevent it happening as within the deeds there is permission for him to do it as long as he has planning permission. It could also lead to all or any of the other land owners with this same right to gain permission for various different tracks/ improvements and would all argue with each other about whose was allowed and would end up tearing up other people's track to put theirs down.

The current track is perfectly acceptable in its current state to allow agricultural vehicle movement freely, and since there will be no hardstanding tracks within the site itself, the improvement to my track will have no benefit to them as any vehicle that would move around on their site would be able to drive up the access track as it currently is. As this application is purely agricultural, there is no need to include improvements to the track within it. If you do, it would only improve it for people to then drive up and park cars within the site. There is also a condition within 4/00816/16/FUL preventing this from happening within the access track already- however how can I enforce this if other people are then driving up and parking within the track? I have no legal right to remove their cars!

There should be no inclusion of any works to the access track within this grant, and there should be a condition included within any grant to specify that the applicant should not carry out any works to the access track. This will not restrict the applicant in any way from carrying out his agricultural activities.

Greywolf Farm

I can see the detail that has been specified about the track however I don't believe that this safeguards the situation for me. Given what your understanding is i.e. that the chalk will be used to fill ruts, why can they not simply grade the material that is already there to fill these ruts? There's no need to bring in extra material and cause damage to my property.

I'd suggest conditions stating, ideally, "The access track may be graded or improved without the addition of new material to the track" or to that effect. This allows the ruts to be removed but the applicant can't just start dumping a load of material on my land. Alternatively and as a minimum, please include a condition that states that the height of the access track must not be raised and that material must not be removed from the

track (i.e to replace with other material), and that any material added to the track must be approved by the land owner prior to being brought on to the track. Clean chalk is one thing, but contaminated spoil could cause welfare issues to the dogs on my site that are immediately next to the track if the council fails to put in this safeguard.

Additionally, I would ask and recommend you introduce a condition restricting the number of vehicles that can be parked on their site at any one time- to a maximum of 3 cars if it requires 3 members of staff as stated. We have this condition attached to our previous permissions. If you don't, you are effectively allowing them to construct a car park there which could result in produce being sold off site directly to the public (whether it was grown there or not) and this would result in continuous flows of traffic along Upper Bourne End Lane and through my land. An addition of this condition would not have an effect on the permission he seeks however it would prevent it expanding beyond what the council are granting (without the condition it would be out of your control to stop this once granted in its current form) especially since the permission allows the distribution of produce from the barn.

Considerations:

A response to the key points is set out below:

The applicant seeks planning permission for the upgrade of the access track in its own right and as such the subsequent approval of any measures to the track would not in themselves over-ride the conditions to planning permission 4/00816/16/FUL in so far as they prevent the provision of additional hard standing at the neighbouring land and in addition to that already approved/covered by this approval.

Full details of the works to the access track, the extent and layout of the car park are required under Condition 3. No further conditions are considered necessary to address those points raised by Greywolf Farm.

.....

Item 5i

4/00337/18/FHA

ONE AND TWO STOREY REAR EXTENSIONS, GARAGE CONVERSION, SINGLE STOREY FRONT EXTENSION, LOFT CONVERSION, FRONT ROOF LIGHT AND DECKING

1 ELLESMERE ROAD, BERKHAMSTED, HP4 2EX

- Condition 3 amended to include the amended plans showing set back of the proposed front extension by 15cm, as suggested by the Conservation & Design Officer. It is considered that the proposed change would not materially affect visual or residential amenity and as such re-consultation not considered necessary.

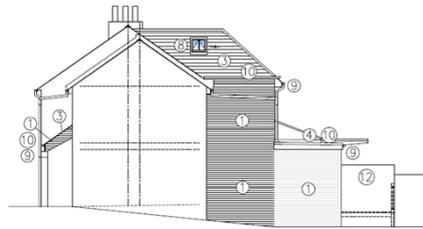
The development hereby permitted shall be carried out in accordance with the following approved plans/documents:

002 Revision D

Reason: For the avoidance of doubt and in the interests of proper planning, in accordance with Core Strategy (2013) Policy CS12.



Proposed Front Elevation



Proposed Side Elevation



Proposed Rear Elevation

Further representations

Conservation & Design:

Regarding the amended plans for 1 Ellesmere Road it would be better if the front extension wall was set back by 15 / 20cm to ensure the eaves are set back slightly and to make it slightly more subservient. The amended plans seems to be inconsistent (as per my email of 20 June).

9 Gravel Path

We think the amended plans are far better than the original submission aesthetically. We would request that the planners have regard to the following in the event they resolve to grant planning permission:

- 1) The second floor rooflight may allow overlooking toward our garden and bedroom window due to its height within the room it serves. We therefore request this rooflight is removed from the scheme, or is conditioned to be obscure glazed and fixed shut to avoid any overlooking.
- 2) We request that the planners require a privacy screen to the side of the proposed decking to be installed as a condition of any grant of planning permission, to ensure such a screen is installed before the decking is first used and is permanently retained thereafter.

Considerations

The plans were amended in order to address the Conservation & Design Officer's concerns.

In terms of the further representation received from 9 Gravel Path, each point is addressed in turn below:

1) It is not considered that the proposed roof lights to the rear extension would result in any significant overlooking due to their position within the slope of the roof, in addition to the oblique angle of 9 Gravel Path in relation to the application site.

2) The submitted plans include 1.8m high fence panels to screen the decking area. As such there are no significant concerns regarding overlooking or loss of privacy.

Having taken the additional representations and amended plans into account, it is considered that the proposal will accord with Policy CS12 and CS27 of the Core Strategy (2013).

Furthermore, the latest NPPF (released 24 July 2018) has been considered and there is no impact on the recommendations.

Recommendation

As per published report.

Corner Barn - Church Farm, Aldbury

Illustrative images of Church Farm for the change of use application for Corner Barn.
Ref - 4/01348/18/FUL

Supporting Images - Musette Cafe

This document contains images of the Corner Barn at Church Farm in Aldbury and is designed to assist the Planning Committee in visualising the property and layout. We have also provided images of the main entrance / exit to the Farm.



Church Farm - extra wide entrance



Station Road - Tring approach



Looking towards Tring



Looking towards Aldbury village



Large entrance run off from road



Entrance to farm



Right turn to Corner Barn - signage



Corner Barn front and side



Side entrance of Corner Barn



Corner Barn outside seating area and bike parking, main entrance to cafe



Overspill parking for 20 cars outside unused stable next door to Corner Barn



Shared entrance to farm / Church Farm House (permanently locked gate to discourage use)



Overspill parking for 100+ cars (unused trotting ring)



Planning Development Objection:

2 Nunfield

2 NUNFIELD, KINGS LANE, CHIPPERFIELD



LINE OF SIGHT

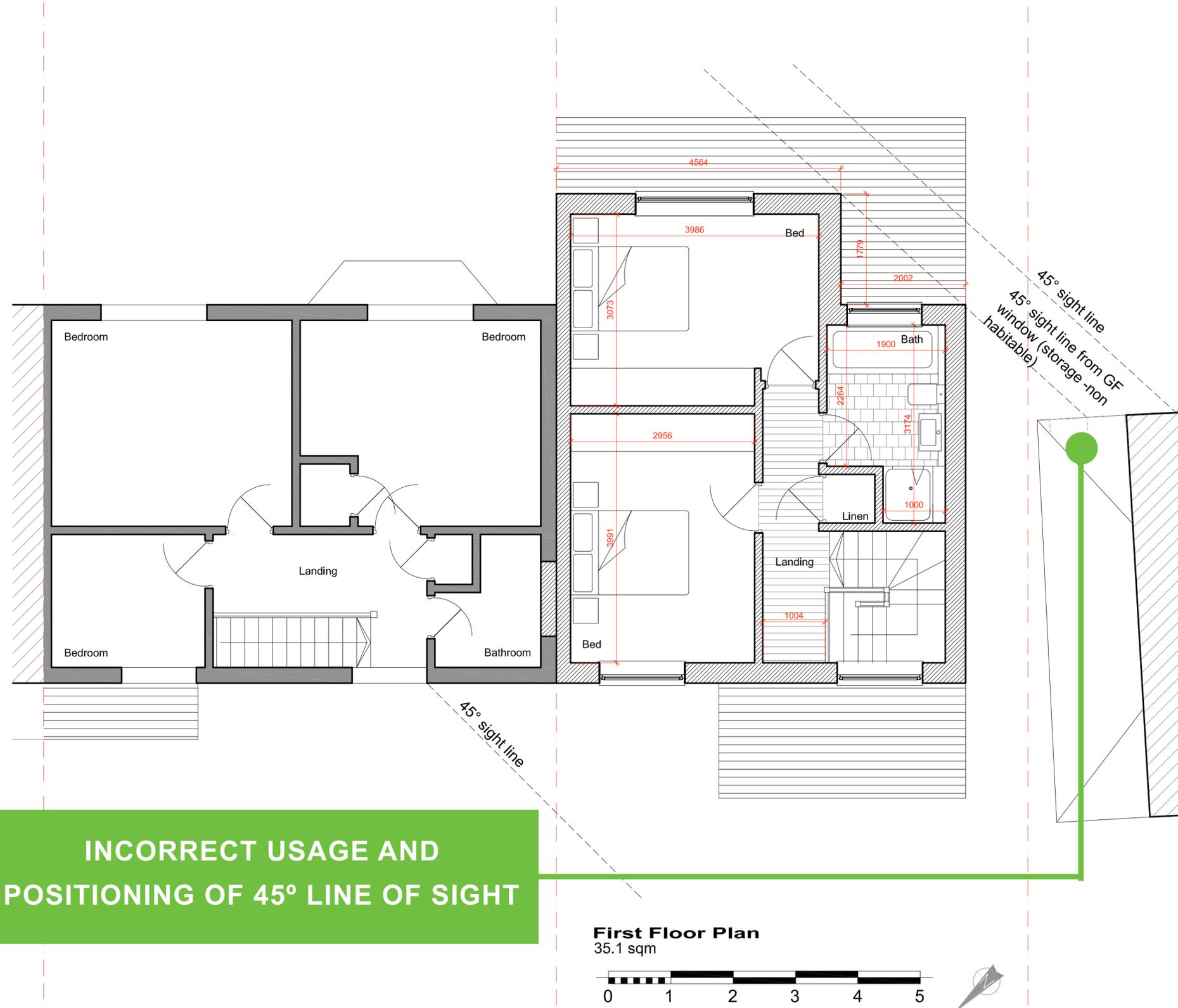
The plans that have been submitted remain after several drafts still inaccurate. The side of The Paddock is represented incorrectly. This part of the property isn't a non-habitable storage area.

This is a regular part of our house, that is used daily. It is not a store room!

Our son has his drum kit in it and he uses it as a music room daily. We also use it as a workshop for repairing bicycles and surfboards and as a creative space to produce art.

It also has windows in a different position to those labelled on the plans.

The 45° line therefore emanates from the wrong part of our property. There is a door and a separate window positioned on the room on our property closest to the proposed development. The line has been drawn assuming this back window does not exist.



This drawing is copyright and shall not be reproduced nor used for any other purpose without written permission of the author.

Do not copy from this drawing, use figured dimensions only.

The drawing must be read in conjunction with all other related drawings and documentation.

It is the contractor's responsibility to ensure compliance with the Building Regulations.

It is the contractor's responsibility to check all dimensions on site, any discrepancy to be reported immediately.

Details and sizes shown are indicative only and are subject to confirmation by the relevant Specialist Sub-contractor.

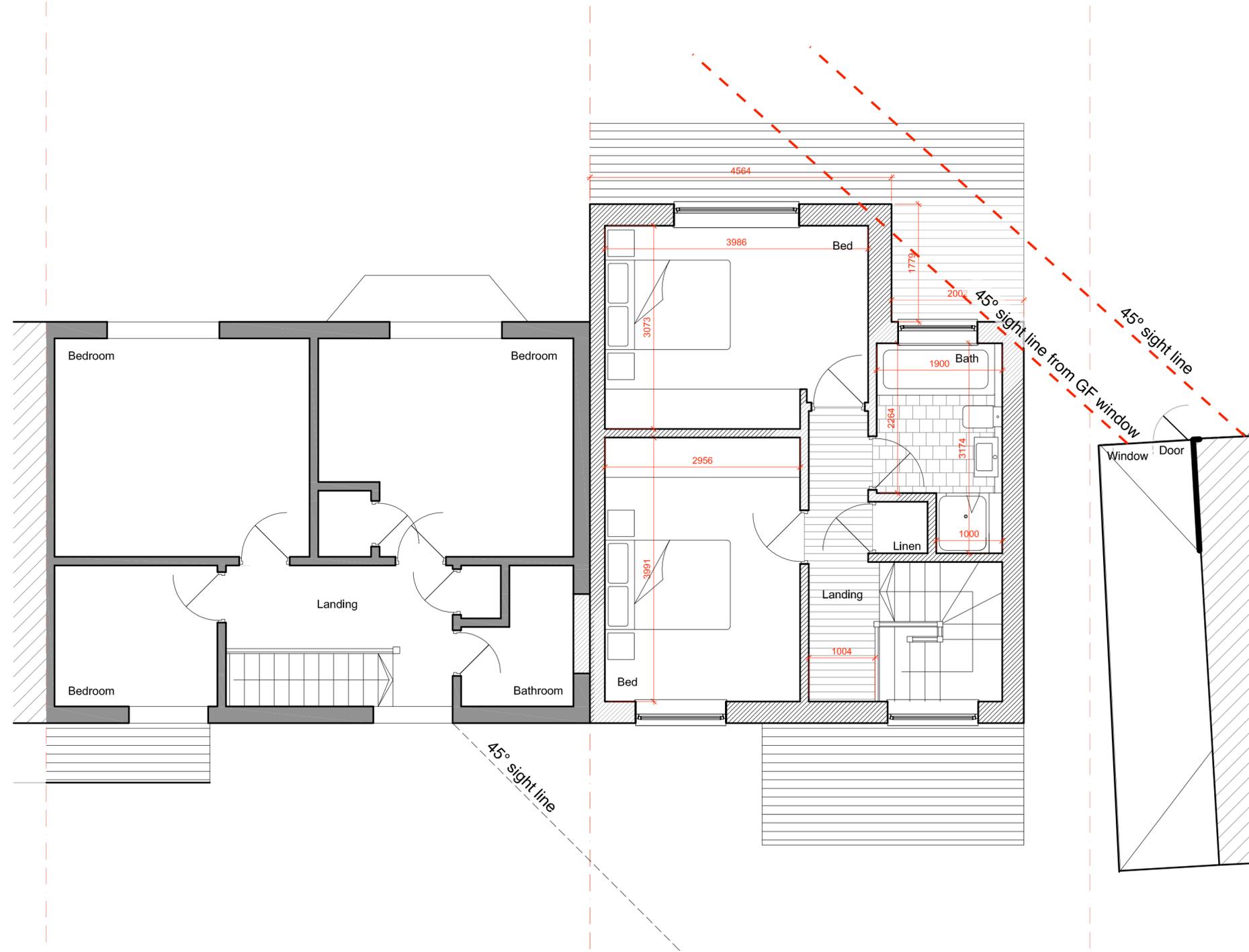
This drawing is not to be for Land Registry purposes.

Revision	Date
A	07.09.17
B	27.09.17
C	23.01.18
D	07.02.18
E	02.04.18
F	10.04.18
G	17.05.18
H	18.05.18

LINE OF SIGHT

The correct line of sight dissects straight through the proposed new building.

If read correctly the line of sight is as demonstrated here.



First Floor Plan
35.1 sqm



This drawing is copyright and shall not be reproduced nor used for any other purpose without written permission of the author.

Do not copy from this drawing, use figured dimensions only.

The drawing must be read in conjunction with all other related drawings and documentation.

It is the contractor's responsibility to ensure compliance with the Building Regulations.

It is the contractor's responsibility to check all dimensions on site, any discrepancy to be reported immediately.

Details and sizes shown are indicative only and are subject to confirmation by the relevant Specialist Sub-contractor.

This drawing is not to be for Land Registry purposes.

Revision	Date
A	07.09.17
B	27.09.17
C	23.01.18
D	07.02.18
E	02.04.18
F	10.04.18
G	17.05.18
H	18.05.18

RIGHT TO LIGHT

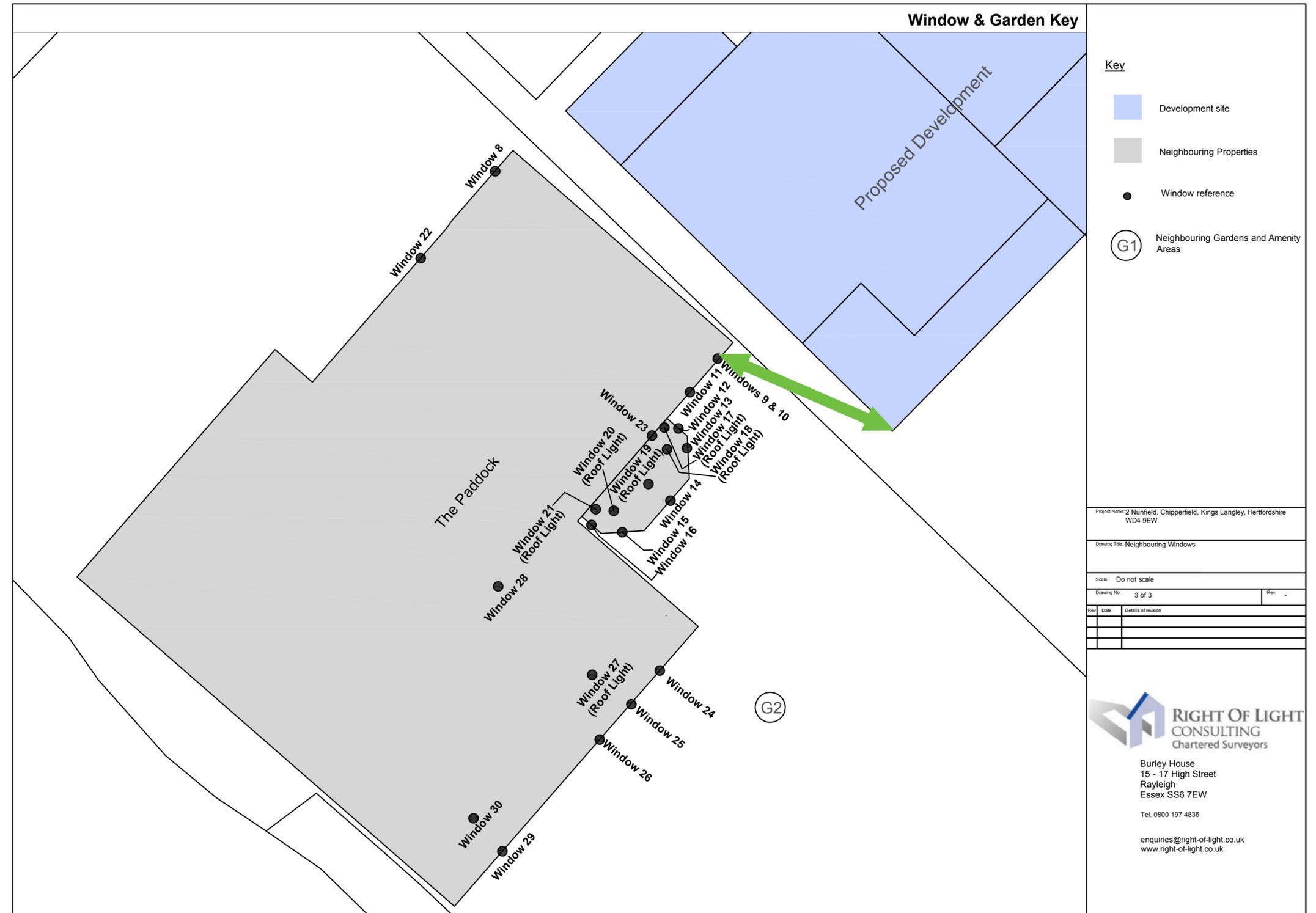
The plans submitted by the developer and those supplied to us by Right of Light consulting, position the proposed development in a different position in relation to our property. This inaccuracy concerns us greatly and makes it impossible to gauge the true impact that the proposal will have on our property and the neighbours in number 4.

This is yet another error and inconsistency in the plans.

The report also fails to take into account the loss of light we'll experience to our outdoor patio area.

We also feel the BRE assessment doesn't take into account seasonal variation (the report appears to only consider March to September).

Furthermore we are concerned the report does not consider the aggregate light loss from multiple windows leading into our kitchen/living space.



The distance marked by the green arrow is different between the two sets of plans.

PRIVACY

Currently our garden is not overlooked at all by neighbouring properties. If the additional building is added to 2 Nunfield this will result in a total loss in privacy in our back garden on top of the visual intrusion.

ROAD (KINGS CLOSE



2 NUNFIELD

WOOD

OVER DEVELOPMENT

This property is situated in a beautifully preserved rural village. The properties are spaced out with large gardens. They don't encroach on one another and people have privacy within their gardens,

This development is totally out of keeping with this.

The proposed development does not reflect the characteristics of the surrounding area. The development will create a new terrace style frontage thus not in matching character or aesthetics of the existing street scene. It will be dominant and overbearing.

The right is a picture of the immediate area.

A larger version can be found on page 2.



OVER DEVELOPMENT

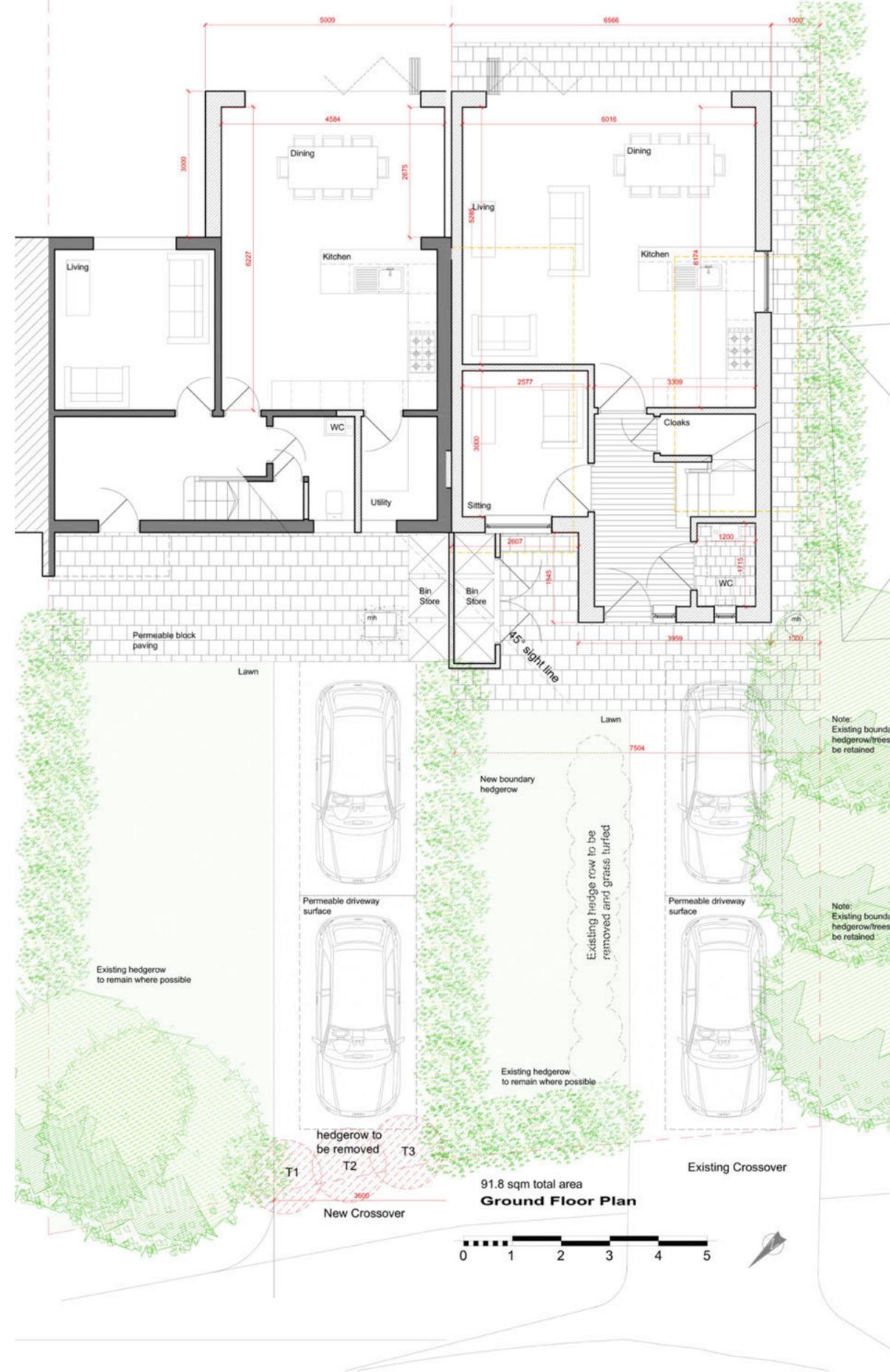
One of Chipperfield’s outstanding qualities, that differentiates it from many other villages is the feeling of space that exists around the buildings. The Chipperfield Village design statement in fact says that this helps to give Chipperfield its unique character and should be preserved.

This proposed development contradicts numerous advisories contained within the design statement.

Lots of additional housing is going into the village in more suitable locations. 4 houses have just been built on the Langley Rd, 3 of which remain on sale. More are to be built next to this development and then there is the VB/1 Garden Scene Nursery development of 17 houses also going through planning approval.

So why do we need to add to the intensity of this area?

By simply renovating and extending the existing property a beautiful building could be created.



OVER DEVELOPMENT

It proposed development represents considerable bulk and will look out of scale and ugly. The size of the property crowds the area and diminishes the look and feel of the surrounding properties.

Whilst we appreciate this isn't in the village conservation area it does directly border it.

It therefore also does not represent a high enough standard of design.



This is an image provided by the developer. Please note the shadowing the building creates against our property.

ADDITIONAL POINTS

We hired an independent surveyor who identified many areas of objections (full and detailed report provided). These appear to have been ignored.

We attended a Parish council meeting and after being told originally we would have 5 mins to present objections, at the meeting (which was attended by your neighbours in support) we were cut off after just 2 mins (even though they agreed the drawings were incorrect) - the neighbours supporting argument was not allowed either. We were concerned the parish council would not entertain visiting the elderly neighbour at no.4 and her lack of attendance was perceived as a lack of objection.

We've felt intimidated by the builder knocking on our door unannounced.

Through this process there has been a lack of communication, errors in drawings and apparently no consideration from our perspective - it feels like the process has been in total favour of the builder only.

James Gardner
Dacorum Bourgh Council
The Forum, Marlowes,
Hemel Hempstead,
Hertfordshire,
HP1 1DN

POST AND EMAIL (James.gardner@dacorum.gov.uk)

05th April 2018
Our reference: SL/rs

Dear Sirs,

**Re: 2 NUNFIELD, CHIPPERFIELD, KINGS LANGLEY, WD4 9EW
Planning Application Ref: 4/00421/18/FHA & 4/00419/18/FUL**

My firm acts for Mr & Mrs Crabtree, the resident owners to The Paddock, Kings Lane Chipperfield Kings Lane WD4 9EW, situated adjacent to 2 Nunfield which forms the subject of the above described planning applications for the demolition of the existing detached garage and construction of a three-bed dwelling and substantial rear two storey extension

1 OBSERVATIONS AND OBJECTION

- 1.01 Firstly, it should be noted that there are several discrepancies contained within the application. For ease I list these as follows:
- My client's property is not correctly illustrated on the drawings appended to the application i.e. the applicant has omitted the side extension and rear conservatory. This maybe have been done to their advantage in order to achieve the statutory 45° sight line.
 - The proposed plans have falsely illustrated the properties to be parallel, whilst in fact they are not. We feel the submitted drawings and therefore unacceptable in their current state and misleading.