



Public Document Pack

DEVELOPMENT MANAGEMENT AGENDA

THURSDAY 21 FEBRUARY 2019 AT 7.00 PM
DBC 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 Corporate and Democratic Support or 01442 228209

AGENDA

- 7. ADDENDUM** (Pages 2 - 22)

Agenda Item 7



DEVELOPMENT MANAGEMENT COMMITTEE
Thursday 21st February 2019 at 7.00 PM

ADDENDUM SHEET

Item 5a

**4/00834/18/MFA ASSOCIATED PARKING, LANDSCAPING, CYCLE STORAGE,
REFUSE AND RECYCLING ENCLOSURES. ACCESS VIA EXISTING VEHICULAR
ACCESS FROM TWO WATERS ROAD.**

HEWDEN HIRE LTD, TWO WATERS WAY, HEMEL HEMPSTEAD, HP3 9BX

Recommendation:

As per the published report.

Item 5b

**4/01812/18/FUL RETENTION OF AN OAK FRAMED BARN TO REPLACE EXISTING
BUILDING**

LONG LANE FARM, LONG LANE, BOVINGDON, HEMEL HEMPSTEAD, HP3 0NE

Recommendation:

As per the published report.

Item 5c

**4/03026/18/MFA DEVELOPMENT OF SITE TO PROVIDE 84 DWELLINGS WITH
ACCESS FROM SHOOTERSWAY (VIA PHASE 1) AND PROVISION OF AMENITY
SPACE, LANDSCAPING AND OTHER ASSOCIATED WORKS INCLUDING DRAINAGE
INFRASTRUCTURE**

LAND AT JUNCTION OF DURRANTS LANE &, SHOOTERSWAY, BERKHAMSTED

Representations

Consultees

Hertfordshire County Council - Highway Section

I have revisited the access and consulted our Road Safety team. There is concern over that the geometry suggests that the dominant route will be into Phase 2 rather than around the curve of the existing Phase 1 highway. The length of the through movement, in addition to the lack of deflection, may result in an increase in speeds. The layout of the access should be amended to include deflection from the Phase 1 route and / or introduce speed reducing features.

On this basis – we can condition amendments to the access and detailed design drawings to reflect the above?

We have no objection to access to Phase 2 being taken from Phase 1; however, the arrangement needs to be safe and suitable.

Conservation and Design

The majority of our suggested improvements to the design of the properties have been incorporated within amended plans.

However, we would continue to recommend that additional chimneys are provided to units 10, 35, 36, 41 and 42 as these units all face the green.

In relation to the block of flats (Block B) we would recommend that the porch to the single storey ground floor central unit be rotated through 90 degrees so that a pitched gable faces the car park. Detailing could be added to this to make it more of a feature. Dwarf walls etc.

Residents

86 Cross Oak Road

I object to these plans as I feel a lot of habitat for wildlife will be destroyed and taken away for them to use thus endangering species.

There are far too many houses round the Berkhamsted area and our surgeries and schools are unable to cope. Do we really need more homes?

There are cars which come too fast along Shootersway and pulling out of these junctions will cause accidents

The proposals will ruin the town of Berkhamsted and our surrounding countryside.

Ms Winmill

I am writing on behalf of the residents of Bearroc Phase 1 and in response to the case officer's report. I will be attending the meeting on Thursday to raise a number of points and concerns, which I have also captured below for ease of reference:

Access

The primary concern of residents in the area and something which is noted in all but one of the public and local council objections to this proposal, is the proposed point of access to Phase 2. This is planned to be via Elizabeth II Avenue, which is a small, narrow road, with a number of blind bends - one at the exact proposed point of access between Phase 1 and 2.

1. Elizabeth II Avenue is home to a large number of young children who ride their bikes and scooters around the circular Elizabeth II Avenue. We have serious concerns about the increased risk to their safety that would come from a doubling of cars using this road as an access point
2. The case officer's file notes that access to Phase 2 was always considered to be via Phase 1. While this may be the case, this is not something that was ever formally agreed - it was only ever a possibility - and we would therefore urge the committee to consider this in their decision making
3. While the Highway Agency has not objected to the overall access point to Phase 1 and 2 being at the junction of Elizabeth II Avenue and Shootersway, it fails to address the appropriateness of the junction that would also need to be created specifically between Phase 1 and Phase 2, which is situated on an already dangerous blind bend. This needs proper consideration, which has not thus far been looked at by the Highway Agency, given the serious safety implications of putting in a junction on such a narrow and dangerous blind bend
4. Furthermore, in the initial plan where the access point to phase 2 would have been at the back of the estate, traffic to phase 2 would have been able to split across the two sections of road (eastern and western sides of the estate) leading to the access point. Given the proposed placement of the new access point, all Phase 2 traffic will now travel down one small section of Elizabeth II Avenue, driving congestion, noise and safety concerns
5. A number of the reports and objections in the case file cite issues with traffic and congestion at the already busy junction of Shootersway and Elizabeth II Avenue. Traffic and congestion will be exacerbated with a doubling of cars using this junction to access phase 2 and is a particular concern for those using the road at peak times - school run and commuter times. Adequate TRIP data is essential and thus far missing in the Highway Agency report
6. Elizabeth II Avenue is a narrow road. With limited parking on the existing state for the current residents, many residents and guests have to park on the road. Additionally, workman, delivery drivers etc also regularly park in the road, meaning that very often there is only one lane available for traffic. As an example, the dustbin men are often forced to drive over the grass outside our houses because they cannot manoeuvre their vehicles. This is already a concern for us as it makes turning and passing in the road both difficult and dangerous

7. The proposal fails to consider the significant impact (noise, pollution, dirt, safety) and disruption that HGVs would have on existing residents during the build stage should the access point stay as is

8. Concerns about the access point were raised in all but one of the public and council objections to the proposal. Given the weight and consistency of this argument, irrespective of what policy and regulation says, we would ask the committee to give these concerns due consideration in their decision making. While on Phase 1, we are not against planning per se, we cannot support a proposal that shows such a careless disregard for existing residents

There are a number of clear and obvious alternatives which would mitigate all the above should planning permission be granted; such as building a new entrance for the phase 2 development further along Shootersway (before the junction with Durrants Lane) or on Durrants Lane itself (an option suggested by Northchurch Parish Council in fact). For example, a new access point further along Shootersway would not impact any existing residents as no one lives along this stretch of road, it would minimise disruption to existing and neighbouring residents, while also stemming the build-up of traffic at the current junction of Elizabeth II Avenue and Shootersway. We strongly urge the committee to consider the negative impact on local residents that the proposed point of access would create and consider the various common-sense alternatives.

Failure by Taylor Wimpey to meet planning conditions for Phase 1

We also urge the committee to consider that Taylor Wimpey has failed to deliver some of the conditions of the Phase 1 build. Surely we must satisfy ourselves that these have been met before further development is allowed to take place?

One of the original conditions was the provision of a Woodland area on Phase 1. The case officer, who I can only presume has not visited the Woodland area himself, suggests that this provision “meets and exceeds” conditions. In reality, the Woodland has been left to disrepute by Taylor Wimpey - the area is characterised by fallen, dead trees, overgrown bushes, dumped concrete mix by the builders and unkempt pathways leaving it unsafe for use. Rather than being a place of beauty for existing residents to enjoy, its dilapidated state has encouraged drug dealing and it is, therefore, an unsafe and potentially incredibly dangerous spot for residents and young children. Such is the condition of the woodland, the management company that Taylor Wimpey appointed to manage the estate is refusing to look after the area as it believes Taylor Wimpey is yet to complete work in the Woodland area.

Similarly, Taylor Wimpey has failed to deliver the playing fields it was supposed to as part of Phase 1 planning conditions. As the case officer notes, changing facilities are still yet to be provided and the playing fields have been left incomplete. They are not therefore in use.

Before further planning permission is granted to Taylor Wimpey, we'd urge the committee to ensure that Taylor Wimpey delivers on the conditions it was already supposed to have met.

Drainage and flooding

The case file notes a number of conditions around the flooding and drainage plans for Phase 2 before permission can be granted. Again, the file assumes that flooding and drainage is adequate on phase 1. There had been a number of drainage issues on the site, which have been previously reported to the council and which have also resulted in Taylor Wimpey having to dig up and re-lay dozens of gardens on Phase 1. Furthermore, the soft landscaping screening around the pumping station - as promised to those residents who overlook it - has also not been completed. We urge the committee to ensure that adequate flooding and drainage provision is made for phase 1 and that adequate drainage plans are in place before, rather than as a condition, of future planning permission.

Timing

As the case file notes, Taylor Wimpey had originally planned to develop the land behind the estate, where Egerton Rothsay School currently resides. The document notes that Taylor Wimpey and Herts County Council (the owner of this piece of land) are failing to communicate and reach a conclusion on the "land swap". Indeed the case officer concedes that "as we understand matters" the conversations are at an impasse, which is why this alternative proposal has been brought forward. The planning and discussion around this feels rushed and fails to consider the broader development discussions taking place on adjacent land (eg Crest homes development, ERS school move). Surely if we are to build on what is designated open space, this should be for better reasons than Taylor Wimpey and HCC not being able to agree a deal quickly enough? While we appreciate the need for more housing and are not against the principle of more development, the housing target is for 2031 which is some way off. It is critical that we understand the exact position and timeframe of negotiations between Taylor Wimpey and HCC before alternative plans of such magnitude are rushed through and approved. It would seem sensible and considerate to Berkhamsted residents - albeit not a regulatory requirement - therefore for all neighbouring sites under discussion for development to be properly master planned.

Officer Response

Access – The access roads within the application site have all been designed to adopted highway standards in accordance with *Roads in Hertfordshire*. The internal junction between phases 1 and 2 has relatively recently been objected to by Hertfordshire Highways (see comment above) and will require an amendment or additional plan to be provided providing for a traffic calming feature or alternative alignment. Such matters could be addressed by condition.

Conditions on Phase 1 - An enforcement file has recently been opened (November 2018) seeking to review the approval of phase 1 and compliance with both the planning conditions (landscaping and drainage) and requirements of the legal agreement.

This is despite no breach of the landscaping condition being identified in similar enforcement cases in July 2017. One of these investigations specifically considered

the landscaping to the pumping station and concluded that there was no breach of planning control.

Despite the assertion in the commentary above, there does not appear to be any planning conditions or obligations relating to the wooded area; which falls clearly outside the application site area to Phase 1. There is also no requirement to provide ancillary facilities to the playing pitches either under a planning condition or under the legal agreement.

We are aware that the applicants are in breach of the legal agreement in relation to the pitch specification and transfer. This matter is subject to on-going discussions with Taylor Wimpey and Hertfordshire County Council. It is understood that the works to provide the pitches were not properly maintained following delays in the transfer of the site to HCC. Further works will be undertaken to the pitches to bring them up to standard in time for the next football season.

Drainage – The drainage strategy provided is satisfactory in principle and should not prevent the grant of planning permission.

Timing – The decision to pursue this alternative scheme has been taken following a significant period of discussion with the County Council and following a significant delay in the delivery of housing in the locality (some 4-5 years) As indicated in the officer report there are no firm proposals to develop the ERS site nor at present would such a proposal be in accordance with the adopted development plan.

Taylor Wimpey Response

In respect of the phase 1 planning obligations:

- Taylor Wimpey (TW) have not received any notification of enforcement from DBC but they could be seen as being technically not fully in accordance with the S106 because we have not yet transfer the car park or playing pitches.
- TW made the car park available to the school at the end of 2017. It is constructed to the approved standard.
- The transfer to HCC has been agreed and the engrossed version is currently circulating for execution. The car park will therefore be formally transferred shortly.
- The S278 access into the pitches was completed in January 2019. Delivery was delayed considerably by factors outside of Taylor Wimpey's control.
- The pitches have been laid in accordance with the approved method statement. The method statement was agreed by DBC and Sport England.
- Since being laid however, the maintenance regime has not been properly implemented resulting in the pitches becoming over-grown.

- TW has since appointed a new contractor who has produced a programme of works in order to bring the pitches up to the necessary standard. This programme of work includes regular maintenance from March 2019 onwards and will result in the pitches being ready for use in October 2019.
- HCC is fully aware of the programme of works and is expected to take transfer of the pitches in October 2019.

Additional condition:

Condition 13 – No development shall take place until further details of traffic calming measures to be provided at the juncture of Elizabeth II Avenue and the proposed site access have been submitted to and approved in writing by the local planning authority. Such measures shall be implemented fully in accordance with the approved details and prior to the occupation of any residential unit.

Reason: In the interests of highways safety and in accordance with Policies CS8, CS12 and CS13 of the Core Strategy

Recommendation:

As per the published report.

Item 5d

4/02469/18/FUL DEMOLITION OF TWO AGRICULTURAL BARNs; REPLACEMENT WITH SINGLE DWELLING AND REINSTATEMENT OF HISTORIC ORCHARD

BARNs AT CHAPEL END LANE, WILSTONE, TRING, HP23 4NY

Additional informatives added (ecology)

Bats

If during works bats or evidence of bats is discovered, all work should stop and advice sought from a professional consultant or Natural England.

Birds

Vegetation clearance and demolition works should be undertaken outside of the bird nesting season (April – August inclusive depending on weather conditions). If this is not practicable then the barn will need to be first checked for nesting birds and, if any nests are found, works that would disturb the nest must be postponed until all young have fledged the nest and it is no longer in use.

Additional condition added (bin store)

Prior to first occupation of the development hereby permitted details of facilities for the storage of refuse must be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall then be provided before the development is first brought into use and thereafter permanently retained unless otherwise agreed in writing with the Local Planning Authority.

Reason: To safeguard the amenity of the occupiers of adjoining premises, protect the environment and prevent obstruction to pedestrian movement in accordance with saved Policy 129 of the Dacorum Borough Local Plan (2004).

Recommendation:

As per the published report

Item 5e

4/02993/18/FUL CHANGE OF USE AND CONVERSION OF EXISTING GROUND FLOOR FROM VETERINARY PRACTICE INTO A TWO-BEDROOM FLAT. ROOF EXTENSION AT FIRST FLOOR TO INCREASE SIZE OF EXISTING FIRST FLOOR FLAT TO A LARGER TWO-BEDROOM FLAT. CONSTRUCTION OF TWO NEW-BUILD TWO-BEDROOM APARTMENTS TO THE REAR FACING ST.JOHNS WELL LANE. PROVISION OF CAR PARKING FOR FIVE VEHICLES, FIVE-BAY CYCLE STORE AND WASTE REFUSE STORE.

320A HIGH STREET, BERKHAMSTED, HP4 1HT

320 High Street Objection in Full

Objection to Planning Application 4/02993/18/FUL (the "Application")

Proposed change of use, roof extension at first floor ("Extension") and construction of two new-build two bedroom apartments to the rear facing St. Johns Well Lane ("New Apartments"), and the provision for car parking for five vehicles, five-bay cycle store and waste refuse store

Site Address: 320A High Street, Berkhamsted HP4 1HT (the "Site")

Applicant: Mr Williams

We write to object strongly to the above planning application.

We, and our family, are the owners and occupiers of 320 High Street, Berkhamsted HP4 1HT which is directly next door to the Site.

Objection key points:

- **New Apartments are not designed in accordance with the principles of Berkhamsted Conservation Area.** The modern, out-of-character, architecture and overly concentrated road-front terrace development will negatively impact views and space surrounding historically important Victorian villas and picturesque canal-side approach;
- **Directly intruding view** from proposed new windows in the Extension into our main family living spaces (kitchen, dining area and bathroom) from 4.5 metres away;
- **Creation of dangerous exit/entry** from planned parking area onto a busy road with blind junction and no turning space, so cars will be reversing onto a busy access road (adjacent to another junction and close to a mini-roundabout); and
- **Overshadowing of our property** as proposed development will cast shadow onto our building and gardens. The Applicant's "Day and Sunlight Report" has incorrectly and misleadingly omitted reference to our ground floor area and omitted a key rear window in photos and plans shown by the rear steps which would be overshadowed by the New Apartments and the Extension.

There are numerous grounds upon which we object and these are summarized below:

1. Conservation Area and Local Listing

- a. **Locally Listed Buildings Obscured** - As noted in the Berkhamsted Conservation Area Character Appraisal and Management Proposal (published 2015) (as referred to in the Applicant's Historic Area Appraisal submitted with the Application) the Site is adjacent to "five pairs of handsome Victorian villas", including our own property next door, which "are locally listed for their local architectural and historic interest". The rear of the locally listed villas can clearly be seen from St John's Well Lane at the rear of the Site. The Applicant's own appraisal states "*The greatest impact to the setting of the villas... will be to the rear where they are currently a distinctive feature when viewed from the bottom of St John's Well Lane...The duplex apartments will clearly have a greater impact and obscure sections of the rear of the villas*" (page 19). This is an understatement as the view will be completely obscured excepting the roof.
- b. **Unsympathetic New Apartments in Conservation Area** - The Berkhamsted Conservation Area Appraisal states that any new development "*should respect the massing, scale and layout of the neighbouring buildings, and employ a palette of materials sympathetic to and consistent with the prevailing character and appearance of that part of the conservation area. Only good quality schemes that respond positively to their historic setting and incorporate exceptionally high standards of quality and design will be considered acceptable.*" The proposed New Apartments are to have "bronze coloured zinc cladding", "aluminum double glazing", almost space-aged styled box windows, herringbone brick facing, metal painted trelice and a green living roof. This is totally unsympathetic and out of character with the Victorian red-brick, sash windows and slated roofs of the adjacent locally listed buildings and the character of the Conservation Area as a whole. In no way can the New Apartments be said to "respond positively to their historic setting".
- c. **New Negative Feature in Conservation Area** - The Site lies within the Berkhamsted Conservation Area. The affected Victorian villas are pictured and referred to in the Berkhamsted Conservation Appraisal 2012 (Buildings of the Conservation Area) as "a row of larger Victorian style villa houses ... built at the west end of the High Street toward the end of the nineteenth century" (see section 7.21 and picture on page 134 attached for reference). The Site is also noted as an area at risk in the Berkhamsted Conservation Appraisal 2012 (Section 8, Negative Features and Issues). At section 8.28 the Site is specifically noted as "... its character is softened by the tree cover and the sloping landscape leading to the picturesque canal..." The New Apartments will obliterate the sloping landscape by building right up to the roadside and will negatively affect the view from the High Street to the canal (see attached section in copy).
- d. **Loss of Space** - The loss of the open space at the side of St John's Well Lane would negatively affect the area. It should be noted from the Berkhamsted Conservation Appraisal 2012 at section 8.3 that "*The spaces (and views they afford) between buildings and the setting of individual buildings within their plots make an important contribution to the character of the Berkhamsted urban landscape,*" and at section 8.4

that "... Large-scale developments, extensions, or over development of rear plots could potentially harm these views and the character of the conservation area."

- e. **Conservation not respected** – Section 66(1) of The Listed Building and Conservation Area Act 1990 states that councils should pay special regard to the desirability of preserving the setting of listed buildings. We do not agree with the statement in the Applicant's Historic Area Appraisal document submitted with the Application that the effect of the proposed New Apartments would be "negligible or limited". This is plainly not the case, the New Apartments would ruin the view and character of the Villas and the historic St John's Well Lane.

2. Overlooking and loss of privacy

- a. **Direct intrusion and loss of privacy** - The proposed new windows in the Extension will look directly into our large windows facing the Site in our kitchen and dining areas and bathroom from a very short distance away (i.e. 4.5 metres). We do not want the new residents peering into our key living areas. The proposed new windows will result in a significant loss of our privacy and are unacceptable.
- b. **The New Apartments will look directly into our rear ground floor home living areas** - Contrary to what the Application suggests, the room at the back of our house is at ground floor level (not in the basement) and is an integral part of the living space of our home which is used daily. Again, the New Apartments will look directly into this space.
- c. **Garden and outside areas closely and directly overlooked** - The raised decking area to the side of our house adjacent to the Site and the raised patio area in our garden next to the fence, which will be extremely close to the New Apartments, are also both integral parts of our living space. This is currently a private area as the current building (vets) has no rear facing windows that overlook it. This was presumably to protect our property's privacy.

3. Parking, access and turning

- a. **Blind entrance/exit for us and new residents** - The proposed parking, access and barrier have not been thought through at all and the proposed plans represent a significant danger not only to those entering and leaving the car parking area but to road users (such as cars, lorries and cyclists (of which there are many)) driving or cycling down St John's Wells Lane (at peak times an extremely busy road leading to Waitrose, the M&S parking area, a principal town car park, other homes and the railway station). The proposed plans exacerbate the problem by significantly narrowing the access way to St John's Well Lane and introducing a barrier (which would breach the terms of our right of access). The proposed construction of the New Apartments next to the roadside would make what is already a dangerous junction a complete blind spot.

- b. **No turning space for seven cars forcing cars to reverse onto busy road** - The five car parking spaces (plus our existing two) are so tightly packed in that if all five cars are parked in the parking area (which is extremely likely), they will not be able to turn around to safely exit the car parking area (unless they trespass onto our land). We have a legally protected and registered right of access over the car parking area on the Site, by foot and by vehicle, and cross it to access our parking area. They, and we, would have to reverse out onto the very busy St John's Well Lane or wait on the road if a vehicle is exiting.
 - c. **Failure to consider road safety at all** - We consider the plans to be so inadequate as to be negligent in this regard and that should injury or worse death occur to any road user as a result of these ill thought through plans, those responsible (such as the owner of the Site, the professional team, including Stanley Architects, and others) could be held to be personally liable. The New Apartments' proposed access and parking plans threaten our safety and that of our children.
4. **Loss of light, overshadowing and misleading light report** - The New Apartments and Extension will lead to significant loss of light not only in our house but to our raised decking area, patio area and garden, which as stated above are integral to the use and enjoyment of the living space at our home. The Applicant's 'Daylight and Sunlight Report' is materially incorrect and misleading. There are at least 5 material inaccuracies.

In summary, the proposed development pursuant to the Application is not compliant with local planning policy (including The Listed Building and Conservation Area Act 1990 and the requirements of the Conservation Area Appraisal); will lead to substantive overlooking, loss of privacy and visual intrusion for our home; presents a significant danger to road users and will lead to considerable loss of light and overshadowing at our property.

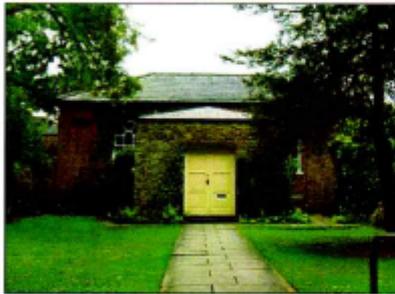
We would be happy to discuss any of our concerns if that would be helpful.



108 High Street, The Dower House (High Street Central)



103 – 109 High Street (High Street Central)



Quaker Meeting House, High Street (High Street West)



5 - 8 Castle Street (High Street Central)

1850 – 1900

- 7.21 The second half of the nineteenth century saw a vast increase in house-building in Berkhamsted, mostly away from the High Street to the east especially after 1851 when Bridge Street, Manor Street, Chapel Street, Holliday Street were planned. These side streets began to develop rows of terraced housing for local workers on land formerly owned by the Pilkington Manor Estate, and included development along an older road, Ravens Lane. Commonly these were built of brick of the two-up two-down floor plan with a single sash window to each room and the main door to the front elevation. During the mid-late nineteenth century, other side streets were also built at the east end of the town with similar small terraced houses: Highfield Road and Victoria Road. In addition, a row of larger Victorian villa-style houses were also built at the west end of the High Street towards the end of the nineteenth century.
- 7.22 Civic, school and religious buildings began to be constructed with a strong sense of individual character, often with a Gothic revival or mock-Tudor architectural style that was typical of Victorian public buildings. Examples include Berkhamsted Baptist Church (1864), the Town Hall (1859), the Bourne School (222 High Street c1854), Victoria Church of England School (1897) and the Chapel at Berkhamsted Collegiate School, Castle Street (1894 - 5). The use of Gothic Revival architecture is also seen on a private house / shop, 76 – 78 High Street (dated 1863), which shares similarities with the Town Hall.



Mid nineteenth century housing on Bridge Street (High Street East)



Mid-late nineteenth century housing on Victoria Road (High Street East)



69 High Street (High Street East)



320 – 338 High Street (High Street West)

- 7.23 Shops were also built during this period or shop windows inserted into older properties: 96 – 104 High Street are a row of late nineteenth century mock-Tudor shops with flats above and, almost opposite, stands 85, 87 & 89 High Street dating to 1865 that have a mixture of gothic and Tudor details (gothic-style doorways, Tudor-style decorative studwork and first floor oriel windows). Industrial buildings such as maltings were also built; the maltings on Chapel Street (now the Scout Hall) were constructed in yellow brick.



96 – 104 High Street (High Street East)



Town Hall, High Street (High Street Central)

1900 – present

- 7.24 Building during this period has the most wide spread character across the town centre. Examples include commercial, civic and residential properties, some of which have a combined function such as flats over shops. A mixture of building styles and designs



St. John's Well Lane, view towards the canal (St. John's Well Court stands to the left side)



Workshop and offices on Park Street (behind 352 High Street)

- 8.28 While its character is softened by the tree cover and the sloping landscape leading to the picturesque canal (Area 2), the character of most of its buildings are considered to be either neutral and negative. Part of the residential development, St. John's Well Court, lies within the conservation area (nos. 25 – 30). Its design is not in-keeping with the overall character of the High Street, Park Street or other more attractive river side developments. The whole site could be enhanced, and so therefore nos. 25 – 30 are considered to be a neutral site within the conservation area.
- 8.29 The light industrial buildings (workshop and offices) on Park Street lie behind 352 High Street are also considered to be neutral, as described above, along with the modern three-storey flats with integral ground floor garages (nos. 14, 15 & 16 Park Street). Of their time in design, they do not share the common characteristics of other properties on Park Street. However, only no. 14 is considered to be a neutral site, as it is the only property that lies within the conservation area boundary.

High Street (Collegiate)

- 8.30 Mill Street mostly lies under the authority of Berkhamsted Collegiate School. While many of the older style buildings and more recent premises are attractive, there are a few post-war school buildings that are less attractive where the sites could be improved. The two buildings lie at the south end of Mill Street, one on either side of the road, by Adelbert House (Fry & Adders) and the school gym (The Thorn Building).



School building by Adelbert House (Fry & Adders), Mill Street



School building next to the gym (the Thorn Building), Mill Street

Ashdon House, Felden Lane

Objection

We write to express our objection to the above planning application, re: 'Change of Use' and Conversion/Development.

The St John's Veterinary Surgery has for over 30 years, provided care, medical attention, reassurance and support for their clients much-loved pets. The Surgery's current location was later purpose built to provide the invaluable amenity that exists today. The ability to park 'on site' is paramount when one is transporting a very sick or injured pet for medical treatment at what is often a very distressing time for all involved.

Jane Wighton and her excellent team, provide a much needed and much valued service, to both owners and their patients. On a personal level; the potential loss of employment to the members of staff, have far reaching consequences.

Additionally, St John's Veterinary Surgery offers Student Veterinary Surgeons and Nurses, vital and much sought after placements during their training, so that they may further develop their practical skills. Our own Son, spent several weeks with Jane Wighton and her staff, during his training.

It is imperative, that St John's Veterinary Surgery should remain in its current location, to continue to serve the town of Berkhamsted, and beyond.

Furthermore, having viewed the planning application online, the proposed development is completely out of character with the surrounding properties.

Berkhamsted is already severely congested, and is in danger of suffocating under the pressure of over-development. We urge that the Council look to the longer-term, in allowing the local businesses to continue to provide the services that are required by the town and the wider community. In that vane, we urge that you reject this application.

5 Green Walk

Objection

31st December 2018.

5 Greene Walk
Berkhamsted Herts
HP4 2LW.

Dear Sir

With reference to planning application 4/02993/18/FVL the conversion of the veterinary practice to flats I feel that this would be a huge mistake.

The veterinary practice where I have worked and often visited with my animals gives a much needed service to the town and surrounding areas.

There are plenty of flats in Berkhamsted many of which remain unsold as well as others being built, as well as all the coffee shops, barbers and estate agents.

People who come to the vets also use the town's facilities in far greater numbers than a couple of flats produce.

I hope you will not approve this application

86 Cross Oak Road

Objection

I object to the vets being changed into a flats. Why doesn't the vets become something like st Tiggywinkles for everyone to benefit?
We already have flats in Berkhamsted that have not sold, these should be sold first before building new ones. Also the more flats that get built the more traffic jams and cars that come causing more pollution to our environment. Is this really what we want from these flats?

The vets is much needed to look after animals no Flats.

Amended Daylight and Sunlight Assessment

- The third paragraph of the Executive summary has additional text.
- No. of windows increased to 22 in table on pg 12
- Additional paragraphs added on pg 13 and 14 to address the side flanking window to the converted basement at no.320.

Amended Plans

Floorplans changed to switch kitchen with bedroom 1

- STJOHNS/PA/013 rev 04
- STJOHNS/PA/015 rev 04
- STJOHNS/PA/016 rev 04

Amended Condition (to include amended plan numbers)

Condition 2:

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

Daylight and Sunlight Report 15th November 2018

Design and Access Statement 30th October 2018 Rev 02

Supporting Planning Statement November 2018

Historic Area Appraisal November 2018

Existing Elevation 01 + Street STJOHNS/PA/007 Rev 03

Existing Elevation 02 STJOHNS/PA/008 Rev 03

Existing Elevation 03 STJOHNS/PA/009 Rev 03

Existing Elevation 04 STJOHNS/PA/012 Rev 03

Existing Section AA STJOHNS/PA/010 Rev 03

Existing Section BB STJOHNS/PA/011 Rev 03

Proposed Elevation 01 + Street STJOHNS/PA/019 Rev 03

- Proposed Elevation 02 STJOHNS/PA/020 Rev 03**
- Proposed Elevation 03 STJOHNS/PA/021 Rev 03**
- Existing Section AA STJOHNS/PA/022 Rev 03**
- Site Location Plan STJOHNS/PA/002 Rev 03**
- Existing Site Plan STJOHNS/PA/003 Rev 03**
- Existing Ground Floor Plan STJOHNS/PA/004 Rev 03**
- Existing First Floor Plan STJOHNS/PA/005 Rev 03**
- Existing Roof Plan STJOHNS/PA/006 Rev 03**
- Proposed Site Plan STJOHNS/PA/013 Rev 04**
- Proposed Ground Floor Plan STJOHNS/PA/015 Rev 04**
- Proposed First Floor Plan STJOHNS/PA/016 Rev 04**
- Proposed Roof Plan STJOHNS/PA/018 Rev 03**
- Cover Sheet STJOHNS/PA/001 Rev 03**

Reason: For the avoidance of doubt and in the interests of proper planning.

Recommendation:

As per the published report

Item 5f

**4/03226/18/FUL DEMOLITION OF EXISTING RESIDENTIAL DWELLING AND
CONSTRUCTION OF 4 X 2-BED FLATS AND ANCILLARY WORKS**

LAVENDER COTTAGE, REDBOURN ROAD, HEMEL HEMPSTEAD, HP2 7BA

Catkins, Redbourn Road

Objection

Regarding the amended plans of 6/2/2019, these do not alter my stance and I still consider this application to be over-development of the site.

The number of apartments require the use of the back garden for vehicles which will cause significant lose of amenity to surrounding neighbours.

Recommendation:

As per the published report

Item 5g

**4/00031/19/FUL DEMOLITION OF EXISTING FIVE GARAGES AND
CONSTRUCTION OF 2 TWO BED DWELLINGS WITH OFF STREET PARKING AND
SHARED FRONT GARDEN (AMENDED SCHEME)**

GARAGES ADJACENT, 8 CUPID GREEN LANE, HEMEL HEMPSTEAD, HP2 7HH

Informatives added:

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

3. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-and-developer-information.aspx>.

Recommendation:

As per the published report.

Item 5h

4/01863/18/FUL DEMOLITION OF EXISTING GARAGE AND CONSTRUCTION OF TWO STOREY EXTENSION AS A SEPARATE DWELLING

1 AUSTINS MEAD, BOVINGDON, HEMEL HEMPSTEAD, HP3 0JX

Deleted draft Condition

Condition 7 (relating to parking area) deleted.

Subsequent conditions re-numbered.

Amended draft Condition

3. No development, other than groundworks and demolition, shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- a) Hard surfacing materials**
- b) All on site vehicular parking areas**
- c) Details of surface water interception and disposal**
- d) Means of enclosure**
- e) Boundary treatment**
- f) Soft landscape works**
- g) Refuse storage.**

The approved landscape works shall be carried out prior to the first occupation of the development hereby permitted.

Reason: To ensure a satisfactory appearance to the development, to safeguard the visual character of the immediate area and in order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises, in accordance with Core Strategy (2013) Policy CS12.

Recommendation:

As per the published report