



Public Document Pack

DEVELOPMENT MANAGEMENT

AGENDA

THURSDAY 2 JULY 2020 AT 6.30 PM
MICROSOFT TEAMS - MICROSOFT TEAMS

***This meeting of the Development Management Committee will be held remotely via the Microsoft Teams application.**

Should any member of the public wish to join this meeting, please contact the Assistant Director (Corporate & Contracted Services) at member.support@dacorum.gov.uk by 5pm on Wednesday 1st July.

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 (Chair)
Councillor C Wyatt-Lowe (Vice-Chair)
Councillor Beauchamp
Councillor Durrant
Councillor Hobson
Councillor Maddern
Councillor McDowell

Councillor Oguchi
Councillor Riddick
Councillor R Sutton
Councillor Symington
Councillor Uttley
Councillor Woolner

If you are having problems connecting to the virtual meeting, please phone the clerk on 01442 228490.

For further information, please contact Corporate and Democratic Support on 01442 228209.

AGENDA

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

Agenda Item 7



DEVELOPMENT MANAGEMENT COMMITTEE
Thursday 2nd July 2020 at 6.30 PM

ADDENDUM SHEET

Item 5a

20/00150/FUL Proposed 20m mast and associated cabinets at Corner of Shenley Road and Elstree Road to replace existing 14.70m Mast and cabinets on Shenley Road

Land adj. 1 Elstree Road, Hemel Hempstead, HP2 7NE

- Further objection / comments received from no. 1 Elstree Road. A total of 4 documents have been included:
 - Alternative Sites Analysis
 - Visualisation of mast and cabinets
 - Continued list of objections
 - Reply to the comments made by Blue Clarity to the residents document entitled Alternative Mast positions

Alternative Mast Positions within the 100m radius zone of the original Mast

Date 25-06-2020

Summary of Content

We note that the updated planning report still maintains that other sites have been reviewed and dismissed but we see no evidence of this other than a marked-up drawing issued in June (ie after the planning submission) that has a few words stating which areas had been reviewed and dismissed. The existing location has been dismissed due to underground services but since these must be the services belonging to the existing mast the new mast can easily be located to avoid this. In the pre-consultation drawing issued in November 2019 clearly the new mast was to be located in the same area. We can see no reason why the mast cannot be located in the same area since there is a lot of space there, especially knowing that the old

equipment must be removed. This location also complies with the NPPF guidelines. It is our view that the other sites are now being dismissed because it is only the current site that has been progressed. This is not a reason to accept the current scheme that has received considerable objections where it is a matter of opinion whether the objections have been adequately dealt with.

The following demonstrates, by drawings, 3 alternative mast positions that offer better locations for the Mast and equipment panels, that are further away from a house with a side window (see drg01). These positions are valid and show the area that the equipment would occupy. We hope you will take the time to look at them.

- a) We show that the mast and its equipment panels can be located next to the existing mast at 1 Perry Green, which places the equipment almost 100% further away from a house (8-10m). This position also offers better concealment by trees and the side of the house does not have a window and satisfies NPPF guidelines better in so far as the new mast is in a similar location (see drgs 02 and 03). Note that there is also space to place new equipment panels either side of the existing mast.
- b) There is a corner area on the opposite side of Perry Green, adjacent the bus stop, that can contain the new mast with only the removal of one small tree. Again, this places the equipment 100% further away from a house (10m). This position also offers better concealment by trees and faces a house on the opposite side of the road which has no side windows (see drg 04).
- c) There is a large open location between communication ducts next to Denham Close which could easily accommodate the new mast and equipment panels between them since the plot is so large (and the comms cables would be running within a 100mm duct that can easily be located). However, we consider the other two sites are better.

Finally, we show again on the drawing (drg05 and 06) that the new mast and equipment panels proposed will be on an open corner, not concealed by trees, only 5.0m away from the side of 1 Elstree road which has a side openable window. We show the clear line of sight to numerous houses (with their openable windows) which will also suffer from noise pollution. We again point out that this is a junction that is very busy both with cars and pedestrians (many children since it is a short cut to/from Grovehill). Cars turn left into Elstree Road at speed and we have had many near misses as we pull out of our drive. The equipment is near a pedestrian crossing and children are likely to play around the equipment panels. We also have a concern of any potential danger to a roofer since they would be very close to the transmitters. We have a health and safety right that the provider puts in writing that this is safe!

Please view the following 6 drawings showing alternative layouts:-

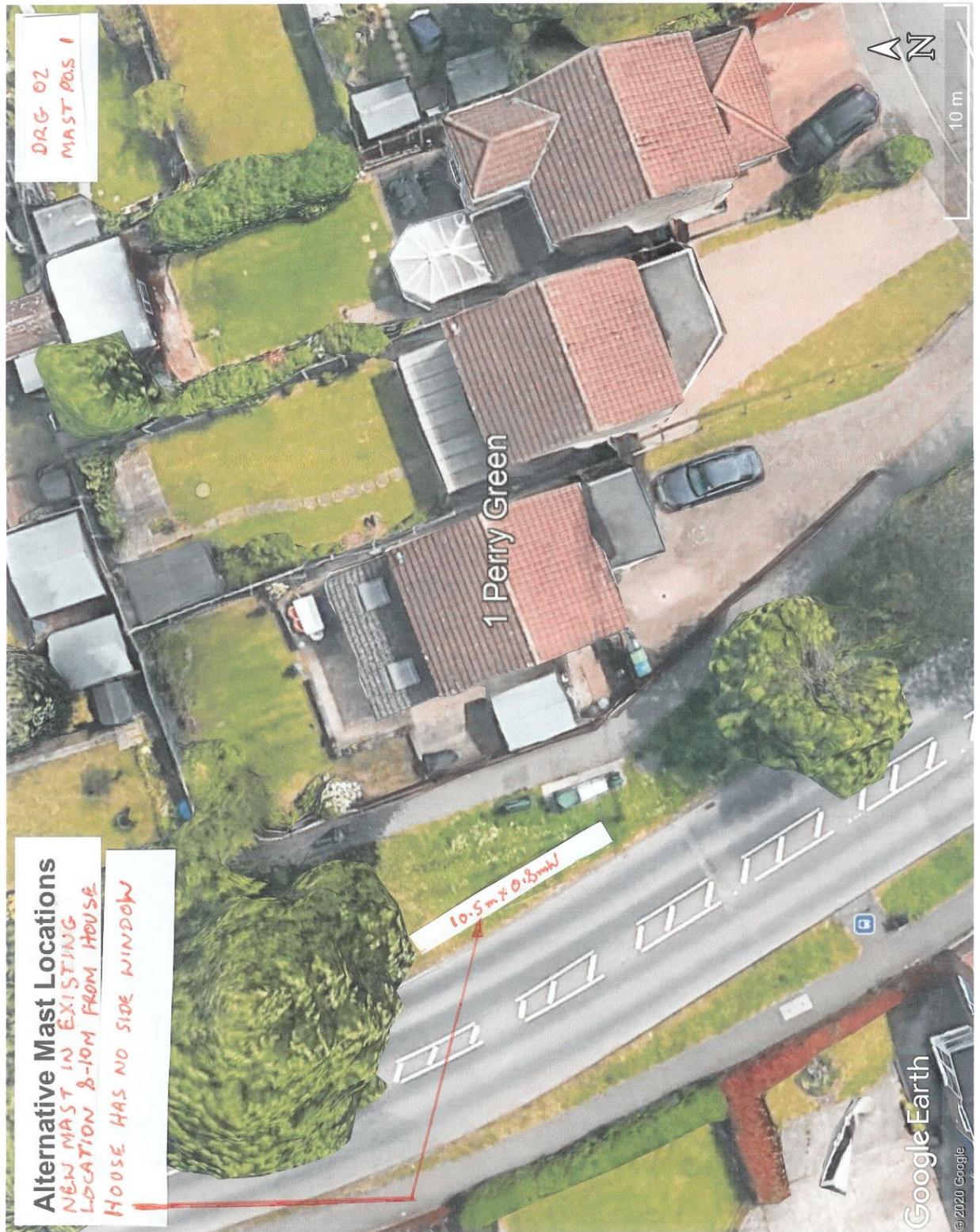


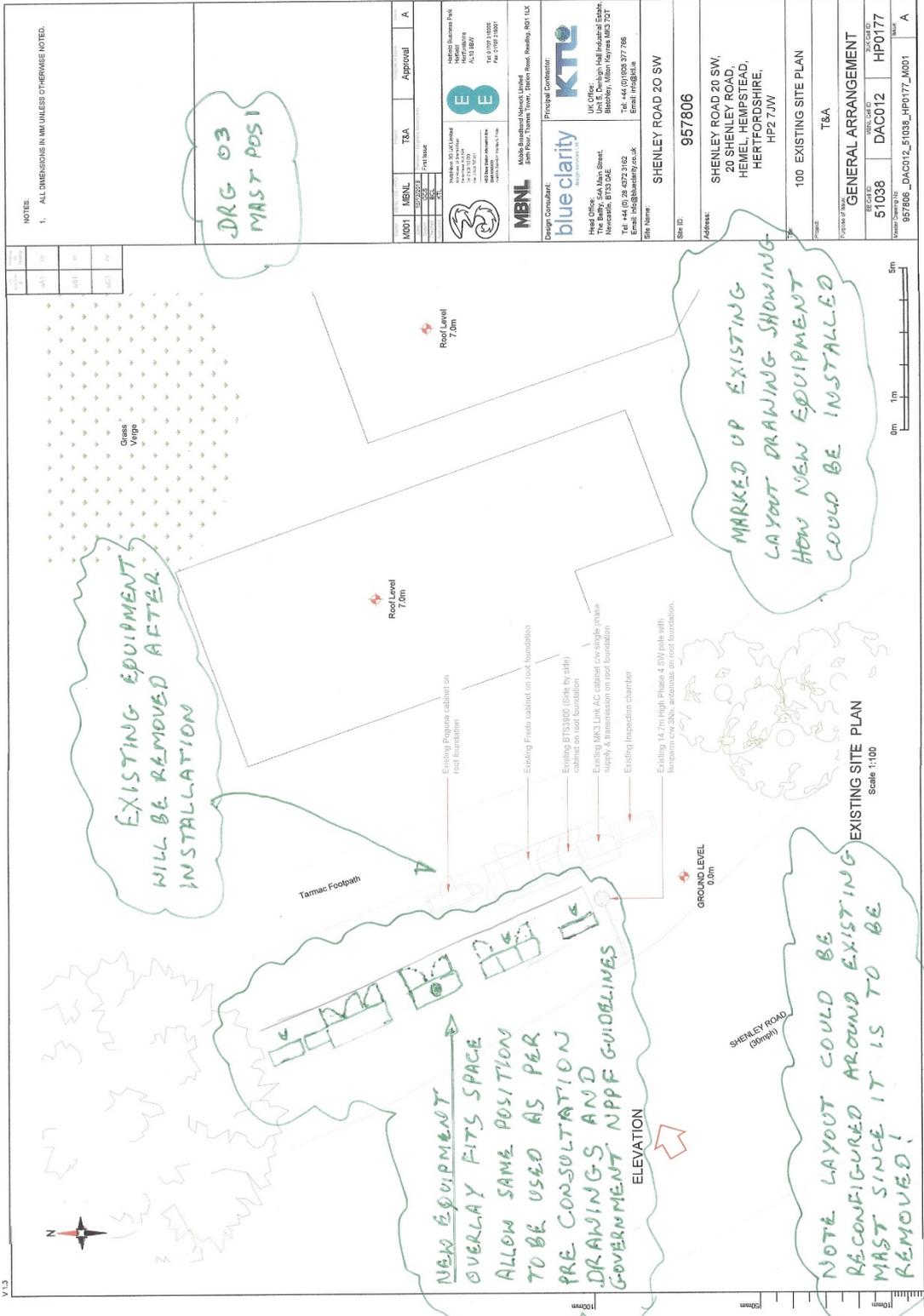
DRG 01
MAST 1-4

Alternative Mast Locations

- 100m MAST ZONE
- ALTERNATIVE SITE FOR MAST
- ① = EXISTING SITE 8-10m FROM HOUSE
- ② = ALTERNATIVE SITE c.10m FROM HOUSE
- ③ = PROPOSED SITE 5.0m FROM HOUSE

Google Earth
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NOTES:
1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.

Area	Area	Area	Area
100	100	100	100
100	100	100	100
100	100	100	100
100	100	100	100

DRG 03
MAST POS 1

EXISTING EQUIPMENT WILL BE REMOVED AFTER INSTALLATION

NEW EQUIPMENT OVERLAY FITS SPACE ALLOW SAME POSITION TO BE USED AS PER PRE CONSULTATION DRAWINGS AND GOVERNMENT NPPF GUIDELINES

MARKED UP EXISTING LAYOUT DRAWING SHOWING HOW NEW EQUIPMENT COULD BE INSTALLED

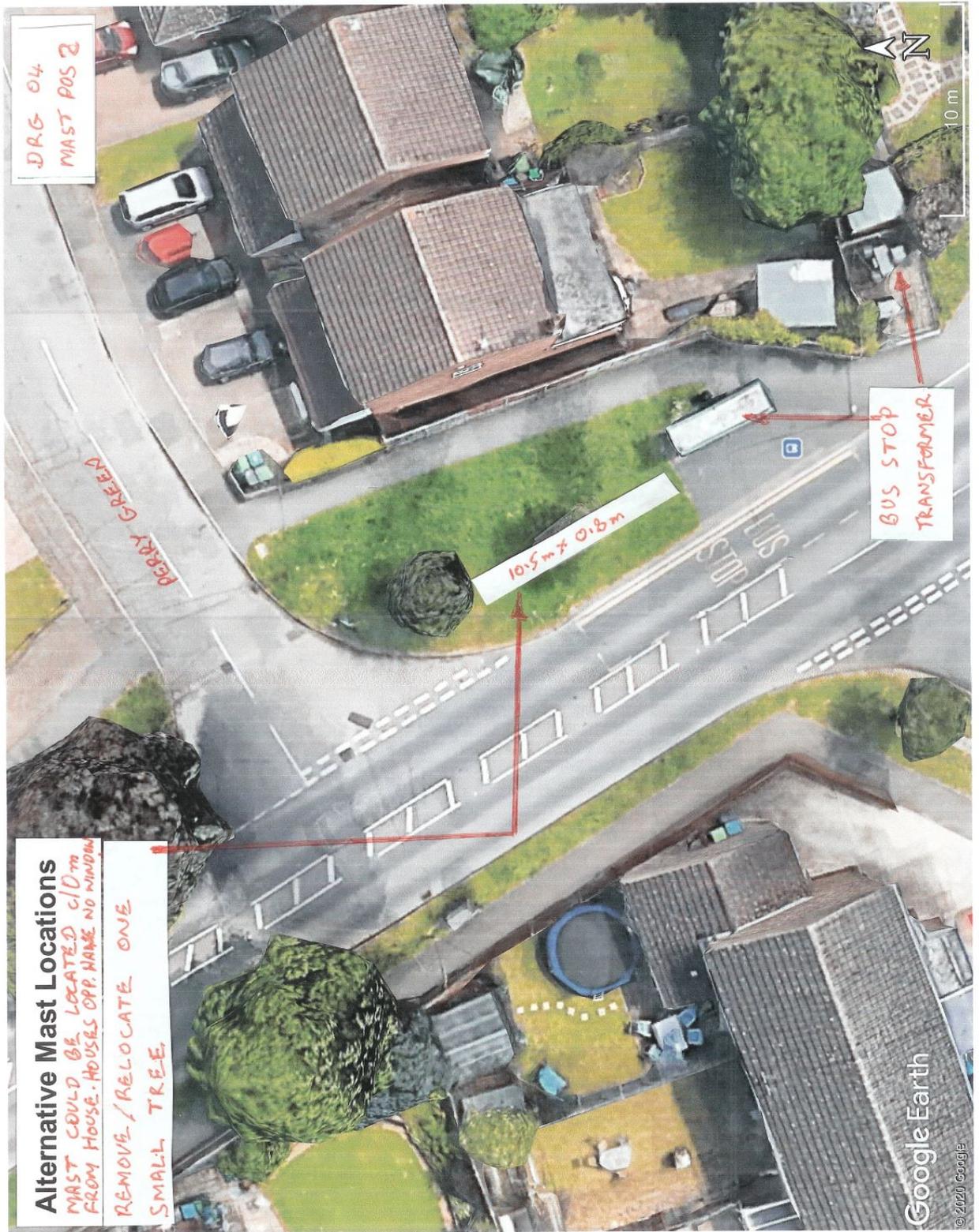
NOTE LAYOUT COULD BE RE-CONFIGURED AROUND EXISTING MAST SINCE IT IS TO BE REMOVED!

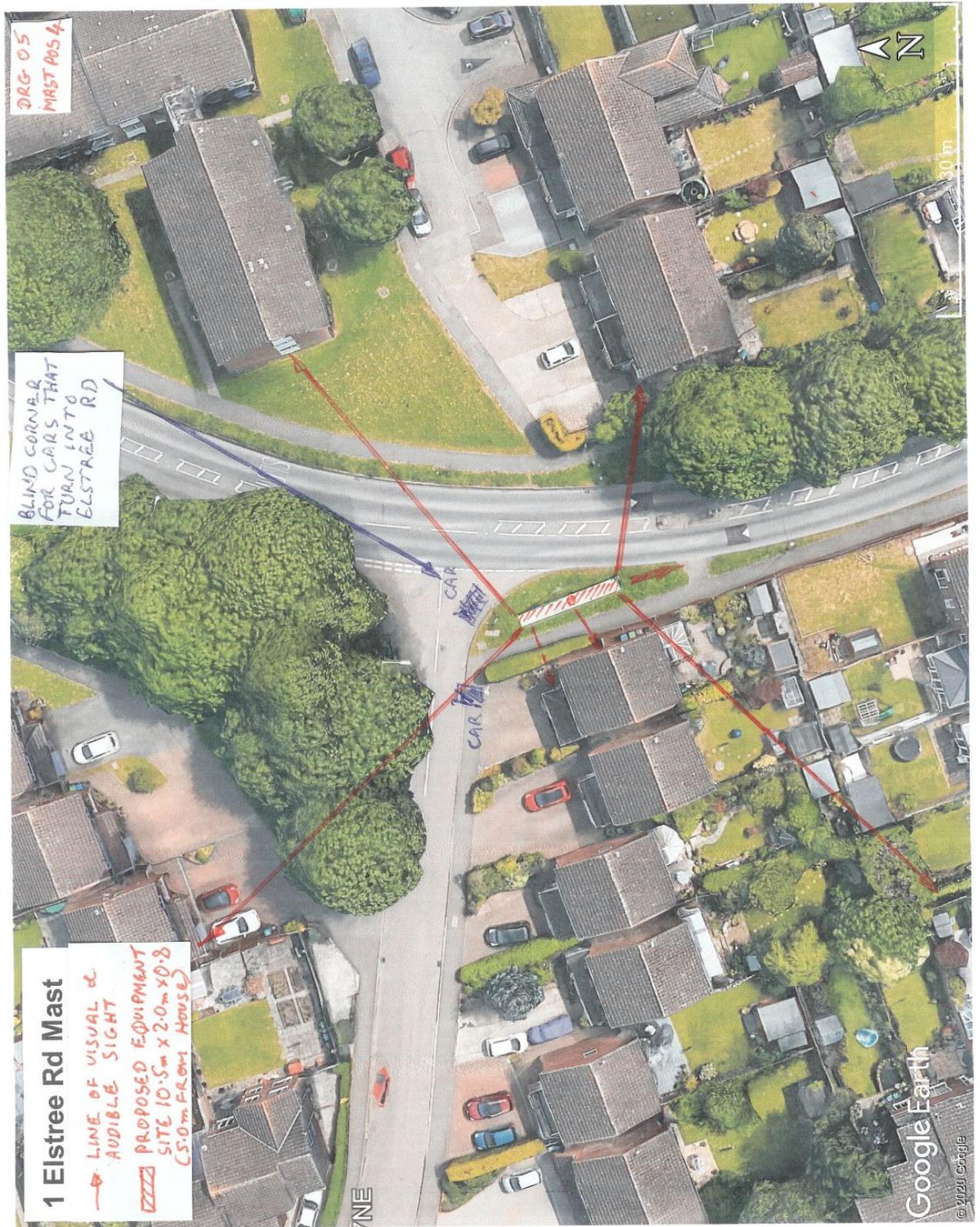
MDD1	MBNL	T&A	Approval	A
<p>Head Office: The Belfry, 54A Main Street, Newcastle, BT5 3DE Tel: +44 (0) 28 4372 3162 Email: info@blueclarity.co.uk</p>				
<p>Principal Contractor: KTU Mobile Broadband Network Limited 8th Floor, Titanic Tower, Queen Road, Reading RG1 1LX</p>				
<p>Site Name: SHENLEY ROAD 20 SW</p>				
<p>Site ID: 957806</p>				
<p>Address: SHENLEY ROAD 20 SW, HEMEL, HEMPSTEAD, HERTFORDSHIRE, HP2 7JW</p>				
<p>Project: 100 EXISTING SITE PLAN</p>				
<p>Approval of Plans: GENERAL ARRANGEMENT</p>				
<p>Scale: 51038</p>				
<p>Version Number: 957806_DAC012_51038_HP0177_M001</p>				
<p>Sheet: A</p>				



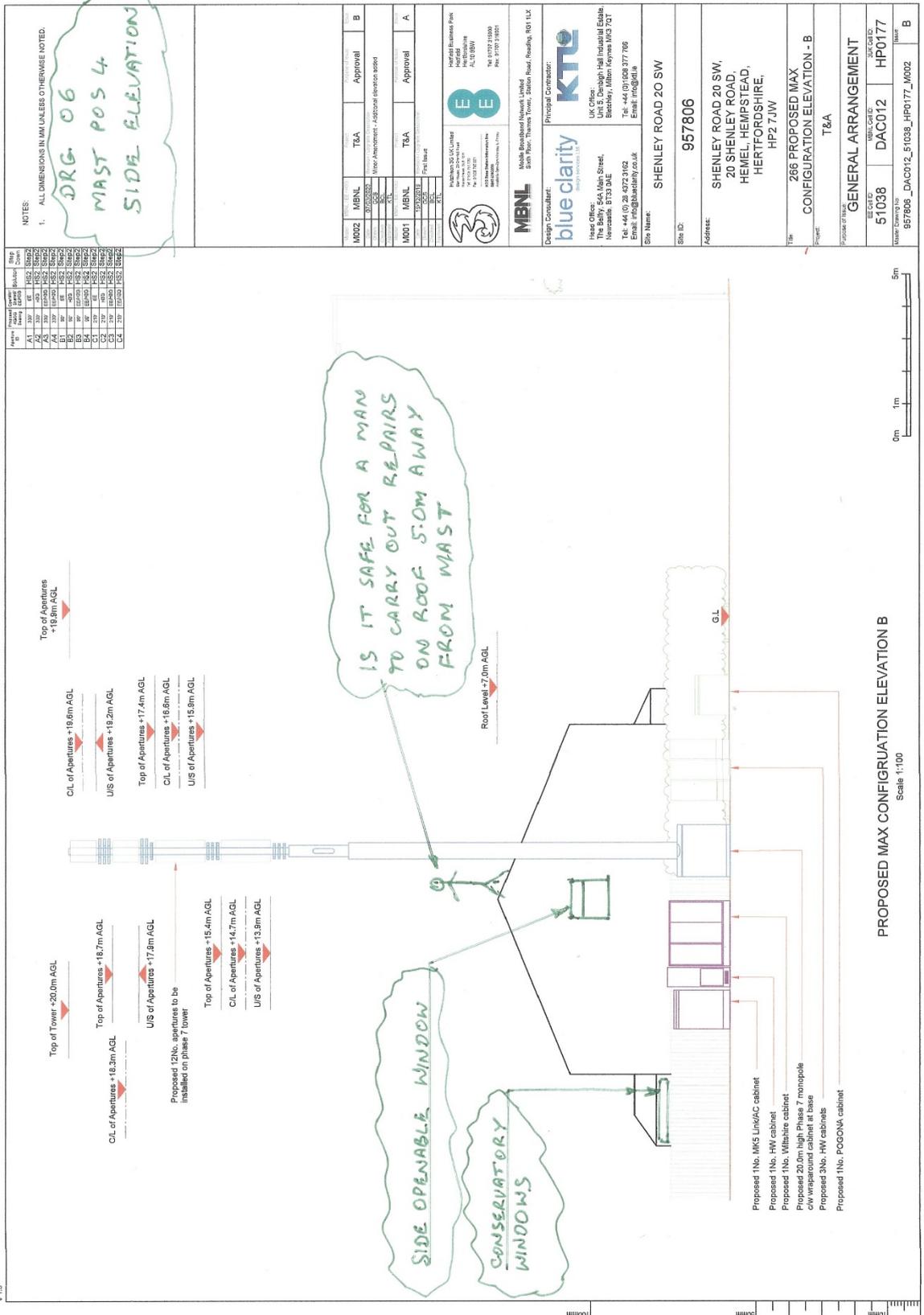
EXISTING SITE PLAN
Scale 1:100

V1.3





V.1.3



Level	Height	Notes
A1	20.0	Top of Tower
A2	18.3	C/L of Apertures
A3	18.7	Top of Apertures
A4	17.8	C/L of Apertures
A5	17.4	US of Apertures
A6	16.8	C/L of Apertures
A7	15.8	US of Apertures
A8	15.4	Top of Apertures
A9	14.7	C/L of Apertures
A10	13.8	US of Apertures
A11	2.0	Roof Level

NOTES:
1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.

DRG 06
MAST POS 4
SIDE ELEVATION

MD02	MBNL	T&A	Approval	B
07/03/20	07/03/20	07/03/20	07/03/20	07/03/20
Minor Amendment - Aperture elevation added				

MD01	MBNL	T&A	Approval	A
07/03/20	07/03/20	07/03/20	07/03/20	07/03/20
Final Issue				

MBNL
Mast Structures Limited
20th Floor, Thomas Tower, Station Road, Reading, RG1 1LX
Tel: 0118 931 1000
Fax: 0118 931 1001

blue clarity
Design Consultant
The Bailey, 644 Mill Street, Northwood, S19 3JL
Tel: 44 (0)20 8972 3102
Fax: 44 (0)20 8972 3103
Email: info@blueclarity.co.uk

Principal Contractor:
KTC
UK Office:
Unit 5, Donagh Hall Industrial Estate, Hemel Hempstead, Hertfordshire, HP2 7JW
Tel: 44 (0)1838 377 706
Email: info@kct.co.uk

Site Name: SHENLEY ROAD 20 SW
Site ID: 957806
Address: SHENLEY ROAD 20 SW, 20 SHENLEY ROAD, HEMEL, HEMPSTEAD, HERTFORDSHIRE, HP2 7JW

Task: 266 PROPOSED MAX CONFIGURATION ELEVATION - B
Project: T&A

GENERAL ARRANGEMENT
SHEET NO: 51038
DRAWING NO: DAC012
PROJECT: HP0177
DATE: 05/03/20

Scale: 1:100
PROPOSED MAX CONFIGURATION ELEVATION B



(amended visualisation of proposed mast and equipment panels)

Continuing objections to the monopole mast and equipment panels on the corner of

1 Elstree Road by the residents.

Date 25-07-2020

Summary of Report

The following document states our continuing objections to the planning report that has been updated and added to the development management meeting Agenda for 2-07-2020. It updates the document that we have issued in the development management meeting dated 11-06-2020. This document should be read with our other documents issued namely,

- a) "Alternative Mast Positions" document uploaded on 26-06-2020 and issued to the planning department on 24-06-2020. We have produced this since the applicant has not demonstrated that they have looked seriously at other sites.
- b) A visualisation of the proposed mast in Appendix A of this report that demonstrates the true visual impact in the exposed proposed location. We attach further photos in Appendix A that show the existing 1 Perry Green mast and the new 20mH 5G masts that have recently been installed in Grovehill and Highfield.
- c) A soundbite video of an existing mast equipment panel to demonstrate how loud an unattenuated equipment can be (70-75dBa).

We do not accept that the contents and conclusions of the updated planning report have answered our ongoing objections and concerns which we have restated in this document and maintain that this planning permission should be denied.

Summary of principle objections

- There has clearly been **inadequate consultation** and **alternative sites** have not been looked at seriously during the process and only now in June have alternative sites retrospectively been considered on a plan layout which contains no detail. We have produced drawings that show equipment layouts in 3 other locations that are valid (this was not produced by the applicant). We maintain that locating the equipment at the existing site or adjacent site on the corner by the Perry Green bus stop meets NPPF guidelines and locates the mast 10m from a house and not the current 5.0m.

The existing site has no house side window and the plot of land is much larger and should easily miss the existing underground 4G services that have been stated as an issue by the applicant. It is also located in the area shown on the pre-consultation drawing, a fact that appears, to have been ignored to date in this process. The Perry Green corner plot is also valid and would require the removal of only 1 small tree. Both sites are better concealed by trees and because they are on a straight road, visually not so obtrusive.

The site by Denham close is also valid since it is on a large plot of land where the new installation could easily be located to miss a 100mm dia service duct that runs between manholes that are considered an obstacle by the applicant.
- The applicant has not considered **noise pollution** in any of their submissions to date which will be excessive in a quiet residential estate. Although a condition has been placed in the planning document to review noise and provide mitigation measures, this will be retrospective after the installation and currently only the environmental officer will have sight of it. Surely this not following normal planning guidelines and a full noise report containing a mitigation plan, in our opinion, should be provided before planning permission is given? The requirements should be clear and carried out to an industry standard which can be audited externally. For Noise levels not to be nuisance it is usual to be at least -5dBa less than the background noise at openable windows and gardens this guidance should be given. Our noise study anticipates noise levels at openable windows (at 1 Elstree Road and across Shenley Road) and garden could be elevated by at least 20dBa above guidelines, which would be unacceptable (this is based on my experience of noise calculations as a Chartered Building Services Engineer). For this reason, we do not consider the noise condition is sufficient and the wording “if required” should be removed and the installation not started until a noise report is approved. This report, since it affects the residents, should be issued publicly so that it can be seen to be fair and reasonable and allowing scrutiny. We have uploaded a video soundbite of an existing equipment panel to substantiate our concern.
- The development will have a significant **visual impact** since it is on an exposed small corner plot of land, on a bend, at the highest level on the estate. It will be seen directly by at least 30 houses and flats with the mast seen by many more. Detailed drawings were only produced by the applicant in their second submission which has not given the public the opportunity to make further comments. The visualisation we have uploaded clearly shows the visual impact.

- We consider that the noise pollution and visual impact of the development by being so close to 1 Elstree Road and other residents 20-30m away is a denial of our human rights to a quiet environment and not to be overshadowed by a 20m high mast located only 5.0m from a house with its associated 8 large equipment panels some 2.0m high occupying a 10m strip of land.

Continuing objections to the Planning report attached to the development management agenda for 2-07-2020

- 1) The **side window** of 1 Elstree Road will be the closest to a mast anywhere in Hemel Hempstead and the first time a mast is located next to an openable window. We object on the grounds the mast is too close and fronts a window, that although has mottled glass, has a clear view looking out. This window could no longer be changed to clear glass due to the view of the mast and equipment panels that it would have.
- 2) We object that the applicant has demonstrated that there are no **alternative sites**. The applicants drawing issued in June clearly shows a retrospective review and therefore biased towards the current application. The applicants drawing does not show the spatial requirements of the mast and equipment panels or where underground services might be an obstacle, therefore the statements made cannot be interrogated. We have produced 3 drawings of other locations, showing the equipment layout, that demonstrates how the new mast and equipment panels could be located which we consider are all valid. We have issued this document dated 25-07-2020 separately and uploaded for the meeting.

We maintain that locating the equipment at the existing site or adjacent site on the corner by the bus stop meets NPPF guidelines better and locates the mast 10m from a house and not the current 5.0m proposed. The existing site has no house side window and the plot of land is much larger and should easily miss the existing underground 4G services that have been stated as an issue by the applicant. It is also located in the area shown on the pre-consultation drawing which has not been made clear in the planning report. The Perry Green corner plot is also valid and would only require the removal of 1 small tree. Both sites are better concealed by trees and because they are on a straight road, visually not so obtrusive.

The site by Denham Close is also valid since it is on a large plot of land where the new installation could easily be located to miss a 100mm dia service duct that runs between manholes that are considered obstacle by the applicant.

The pre consultation document issued on 14-11-2019 clearly shows the new mast adjacent the existing mast where national guidelines state it should be. We do not understand why this position cannot be reused now that it is confirmed that the existing installation is to be removed afterwards. For a short period, there would be congestion. The proposed and alternative positions therefore, we maintain, has not been appropriately consulted and scrutinised.

3) We object that **consultations** were carried out correctly. The pre-consultation drawing issued to Schools and Councillors on 14-11-2019 showed the mast being replaced in the same location. 2 months later it had been moved to the current proposed position, for no given reason, and yet the application still stated replacement and **not** relocation. Consultations were carried out with only limited number of neighbours to which, after many requests only now on 24-06-2020, we have been told who these were. The most affected house, 1 Elstree Road, **never** received a consultation letter. Surely this cannot be the correct consultation procedure? The planning proposal was only strapped to a nearby lamppost approximately 3 weeks after the first submission after our complaint. We were never given an apology for this or sent a letter retrospectively. This is not in line with NPPF guidelines and is not following planning procedures and in our opinion should be rejected on this count alone. The original application in January was deficient in information and inaccurate. A completely new application was submitted on 05-2020 under the umbrella of providing additional documents. This could not be scrutinised publicly by residents since it was outside the date where comments could be made. The resubmission still did not cover many raised items such as Noise and a review of alternate sites that could be scrutinised.

4) We object that the proposed position has acceptable **visual impact**. The proposed new site is on a prominent corner bend with no tree cover. The mast, in combination with the 8 cabinets that stretch over 10m with many panels 2.0m high, would create a level of visual clutter to the proposed small area with no screening available to reduce this harm. The development will be seen by at least 30 houses and flats. It is interesting that the site selection information recently issued states that other areas are not suitable due to size requirements, although the size required is not actually stated **meaning that this could not be scrutinised by the council or residents**.

We quote two clauses used in the planning document relating to visual impact “The development preserves attractive streetscapes and integrates character” and “clause 10.1.2 – in the context of an urbanised area of Hemel Hempstead, which includes lampposts, broadband cabinets and dwellings the proposed mast would not appear incongruous and would, in time, be seen as merely an additional piece of street furniture”. We have produced a **visualisation** in our appendix A of photos of the proposed installation which clearly demonstrates that in this position these statements are misleading.

- We object that planning will be granted before a **noise mitigation** scheme is submitted. The applicant has been asked on both their submissions, by the residents, for a noise study which they have completely disregarded. We object to the clause “if required” that has been added. Clearly the 5G panels will pollute many houses with their noise, not just 1 Elstree road. The acoustic mitigation report to be submitted must include measured day and night time noise values with noise ratings from equipment measured at high ambient temperatures (we suggest 30degC). I have experience of this in my career as a Chartered Building Services Engineer, so I am aware that this is onerous

and cannot be achieved with just acoustic lining and louvres when the source noise exceeds 70dba from a number of panels and is monotonal. These equipment panels are not designed to be within a quiet residential area. It should be made clear that acceptable noise should be reduced to at least - 5dBa less than the background noise levels at openable windows and daytime gardens.

My own analysis shows the anticipated noise gap that exists to be 20-25dBa if the source noise is 70dBa. The night time background noise does drop to as low as 30dba. We have uploaded a video soundbite of an existing equipment panel to substantiate our concern.

- 5) **Impact on Highway.** We object that there is no increased risk of an accident. Elstree Road has a busy traffic of people and cars as it serves many houses as well as being a short cut to Grovehill. There is a busy pedestrian crossing on Shenley Road outside 1 Elstree Road particularly during the school run. The visibility for vehicles turning left into Elstree Road, from the South, is reduced and the development would cause further distraction to motorists on a semi blind bend. There is a history of accidents on this corner and we in 1 Elstree road have had many near misses from cars as we pull out from our drive.
- 6) **Planning guidelines** – Our issue here is that there appears to be no clear planning guidelines on what is such an important issue. There appears to be no guideline for night time noise protection in a residential area. There is no guideline to how close to a house a mast is permitted and how this would vary with an openable window. There is no consultation to determine the best location that suits the area. It seems that once a mast has been installed new ones have to be installed within the providers self-imposed 100m radius. This would mean that all future masts, whatever height and noise, would be installed in the same area. This cannot be a reason for their approval and is not sustainable. They should not be allowed in the middle of a residential area when it can be avoided.
- 7) **Location** – Our issue here is that the proposal will be the closest to any residential property in Hemel Hempstead, just 5.0m away. Most masts are installed in commercial shopping areas with the exceptions being the existing 4G mast on Perry Green, Shenley road which is 7.5m away from the side of a house (with no window) and one in Warner’s End that is 10m away from the side of house (again with no window). We maintain that the new mast should ideally be installed in open areas away from houses or the Sainsburys commercial area. As a compromise it should at least remain in the same location which we have demonstrated by drawing that this can be achieved.
- 8) **Lightning Protection-** We note that the applicant has to provide lightning protection however it is a legal requirement that the mast provider produces a risk assessment for the installation with the mitigation measures taken which must be signed by the designer. Will this be policed by DBC? This would not be an issue if a mast was not near a house or so tall. There is a very real risk the mast will be struck by lightning with the EMP causing damage or fire in 1 Elstree Road since it is so close. Who would be liable for this?

- 9) Although a **self-certifying certificate for radiation** is provided it is based on 12-07-1999 ICNIRP guidelines which seems to only cover safety power levels over a 6-minute interval. It does not cover 24-7 exposure and so no specific risk assessment is produced for nearby houses or workman working on roofs. Do we assume that it is safe to work on the roof within 5.0m of the transmitter or should we expect this to be confirmed by the applicant? Do we also assume that babies will be unaffected in nearby houses with 24/7 exposure? Bizarrely masts near schools are avoided? We understand that planning department cannot take this into consideration.
- 10) **Health and Safety** -The HSE did not make any comments. However, we have raised the issue that there is much scientific concern that that the radiation levels, which will be 24-7 to retired residents and families, could be harmful. The 5G roll out program has been stopped in some countries until a study of the long-term effect of exposure has been properly carried out. The applicant refers only to a certificate of conformity to ICNIRP public exposure guidelines dated 12-07-1999 (1999/519/EDC). This document is old and impossible to follow since it is complex and not contained within one PDF. It does not demonstrate by calculations compliance in its applications. When ICNIRP is googled there are considerable new documents and we are unclear why the applicant is not referring to the latest 2020 guidelines. There does not appear to be any accountability.
- 11) **Futureproofing** - We have always maintained that the masts should be located in the commercial areas of the estate like elsewhere in Hemel Hempstead. The only reason that the existing mast is proposed in its current location is because in 2014 it was given planning permission. The current residents were poorly consulted on its location then so it was a surprise when it appeared to many residents. Now the provider states that any new mast is required to be within a 100m radius of the existing mast. **Was this a condition of the original application?** This would mean that all future masts, however tall and noisy, would remain in this location. To accept this position would set a precedent for any future proposed masts in the area.

Appendix A Photos supporting the report entitled “Continuing objections to the monopole mast and equipment panels on the corner of 1 Elstree Road by the residents.”



Visualisation of the proposed new 20m mast and its associated equipment panels



View of the existing 4G mast and associated control panels outside 1 Perry Green.



View of 5G Mast and equipment panels installed in Bellgate, Highfield Ref No: 4/02314/19/FUL



View of 5G Mast and equipment panels installed in Aycliffe Drive, Grovehill : 4/01912/19/FU

Residents Reply to the comments made by Blue Clarity to the residents document entitled Alternative Mast positions within the 100m radius zone of the original mast uploaded dated 25-06-20

We dispute the comments made by Blue Clarity regarding the three alternative sites particularly for the. We have shown by drawing how the equipment could be installed on the existing site which Blue Clarity have agreed would better meet the guidelines. We argue that the site was not fully investigated at the time since equipment can be located around or to one side of the existing mast as we have shown by drawings.

Com	Resident Statement 25-06-2020	Blue Clarity Comment 29-06-2020	Residents Reply 30-06-2020
1.	The existing location has been dismissed due to underground services but since these must be the services belonging to the existing mast the new mast can easily be located to avoid this. In the pre-consultation drawing issued in November 2019 clearly the new mast was to be located in the same area.	<p>The existing installation location can't be utilised for this upgrade.</p> <p>Relocating the replacement pole, will enable existing 2G/3G/4G services to be maintained to the area while the new pole is being built and integrated into the network.</p> <p>To remove the existing pole first, would cause a black out in the network and leave local EE/3 customers without any network coverage (i.e not able to make calls, send or receive texts and use data).</p> <p>At a micro level, local customers are unable to utilise their phones for example, in an emergency. Bigger picture, leaving a gap in the network in one location, causes greater pressures and demand in another location elsewhere, causing disruption to the entire network.</p> <p>In addition, EE has become the Emergency Services Network Provider. The existing site location is not a feasible option for this upgrade.</p>	<p>The existing mast and equipment panels can stay in situ with the new mast and equipment panels installed behind it. We have demonstrated by drawing how this could be achieved. The planning condition requires the existing equipment to be removed after the new installation</p> <p>We note Blue Clarity's agreement that locating the mast near the existing mast should be the preferred option which is why we produced a drawing showing how this could be achieved.</p>
2.	We show that the mast and its equipment panels can be located next to the existing mast at 1 Perry Green, which places the equipment almost 100%	There is not enough room (underground) to allow for the required equipment to be located here, otherwise this would have been the preferred location.	We note the 180PE gas main on fig1. This will not be running in the green at the back of the existing cabinets since it would run underneath the big trees further along. It appears that it

	<p>further away from a house (8-10m). This position also offers better concealment by trees and the side of the house does not have a window and satisfies NPPF guidelines better in so far as the new mast is in a similar location (see drgs 02 and 03). Note that there is also space to place new equipment panels either side of the existing mast</p>	<p>The existing site has been in situ since 2005 and it is very likely, that since then, new services have been installed in the surrounding locality. Regardless if new services have been installed, since the original installation was built, we cannot build at this location due to the close proximity of existing underground services.</p> <p>This location was discounted due to space restrictions caused by existing underground services (Figure 1).</p>	<p>is probably running between the cabinets and the footpath or underneath the footpath? It would be relatively easy to locate the underground gas main which can be expected to be 600mm beneath the surface. The area of green is large over 5.0m in width that can easily accommodate panels 0.8mW. A contractor should have no difficulty laying out equipment with access walkways in such a large space that will be well away from existing services.</p>
3.	<p>There is a corner area on the opposite side of Perry Green, adjacent the bus stop, that can contain the new mast with only the removal of one small tree. Again, this places the equipment 100% further away from a house (10m). This position also offers better concealment by trees and faces a house on the opposite side of the road which has no side windows (see drg 04)</p>	<p>In terms of visual amenity, this location does not offer a better a solution over the existing - contrary to comments, there is an existing side window (Figure 2 below).</p> <p>Furthermore, the installation would require the removal of 2 trees, as the proposal will be within a tree root protection area of both trees. This was deemed less favourable than the proposed location.</p>	<p>The constraints are not just side windows it is also how close the installation is to a house. This location could have the mast twice the distance from the side of the house. The trees are small and if both need to be removed to accommodate the mast then this is no different to the current site that has no trees.</p>
4.	<p>There is a large open location between communication ducts next to Denham Close which could easily accommodate the new mast and equipment panels between them since the plot is so large (and the comms cables would be running within a 100mm duct that can easily be located). However, we the other two sites are better</p>	<p>This option was discounted due to build constraints.</p> <p>There is not enough room (underground) to allow for the required equipment to be located here.</p> <p>This location was discounted due to space restrictions caused by existing underground services (Figure 3).</p> <p>From a visual amenity perspective, this location offers no better a solution than the proposal.</p>	<p>There is space between the underground service ducts since the green area is so large and the mast can be located at least twice the distance from the side of the house. We would concur that the other two sites offer more advantages.</p>

- Further information has been provided by the agent to justify the reason why the sites identified by the residents of no. 1 Elstree Road were deemed unsuitable.

Alternative Mast Positions within the 100m radius zone of the original Mast

Date 25-06-2020

Summary of Content

We note that the updated planning report still maintains that other sites have been reviewed and dismissed but we see no evidence of this other than a marked-up drawing issued in June (ie after the planning submission) that has a few words stating which areas had been reviewed and dismissed. The existing location has been dismissed due to underground services but since these must be the services belonging to the existing mast the new mast can easily be located to avoid this. In the pre-consultation drawing issued in November 2019 clearly the new mast was to be located in the same area. We can see no reason why the mast cannot be located in the same area since there is a lot of space there, especially knowing that the old equipment must be removed. This location also complies with the NPPF guidelines. It is our view that the other sites are now being dismissed because it is only the current site that has been progressed. This is not a reason to accept the current scheme that has received considerable objections where it is a matter of opinion whether the objections have been adequately dealt with.

The following demonstrates, by drawings, 3 alternative mast positions that offer better locations for the Mast and equipment panels, that are further away from a house with a side window (see drg01). These positions are valid and show the area that the equipment would occupy. We hope you will take the time to look at them.

- a) We show that the mast and its equipment panels can be located next to the existing mast at 1 Perry Green, which places the equipment almost 100% further away from a house (8-10m). This position also offers better concealment by trees and the side of the house does not have a window and satisfies NPPF guidelines better in so far as the new mast is in a similar location (see drgs 02 and 03). Note that there is also space to place new equipment panels either side of the existing mast.



Figure 1: Red line indicates Gas Services present

Clara Daly

The existing installation location can't be utilised for this upgrade.

Relocating the replacement pole, will enable existing 2G/3G/4G services to be maintained to the area while the new pole is being built and integrated into the network.

To remove the existing pole first, would cause a black out in the network and leave local EE/3 customers without any network coverage (i.e. not able to make calls, send or receive texts and use data).

At a micro level, local customers are unable to utilise their phones for example, in an emergency. Bigger picture, leaving a gap in the network in one location, causes greater pressures and demand in another location elsewhere, causing disruption to the entire network.

In addition, EE has become the Emergency Services Network Provider. The existing site location is not a feasible option for this upgrade.

Clara Daly

Absolutely agree – this would have been the preferred location from our perspective however, we are unable to utilise this location, as detailed below.

Clara Daly Friday

Locating the proposal adjacent to the existing, was investigated, as this was the preferred option. The grassed area around existing site is not a feasible option from a build perspective.

There is not enough room (underground) to allow for the required equipment to be located here, otherwise this would have been the preferred location.

The existing site has been in situ since 2005 and it is very likely, that since then, new services have been installed in the surrounding locality. Regardless if new services have been installed, since the original installation was built, we cannot build at this location due to the close proximity of existing underground services.

This location was discounted due to space restrictions caused by existing underground services (Figure 1).

- b) There is a corner area on the opposite side of Perry Green, adjacent to the bus stop, that can contain the new mast with only the removal of one small tree. Again, this places the equipment 100% further away from a house (10m). This position also offers better concealment by trees and faces a house on the opposite side of the road which has no side windows (see drg 04).



Figure 2: Street view facing east of alternative option "B".

Clara Daly

In terms of visual amenity, this location does not offer a better a solution over the existing - contrary to comments, there is an existing side window (Figure 2 below).

Furthermore, the installation would require the removal of 2 trees, as the proposal will be within a tree root protection area of both trees. This was deemed less favourable than the proposed location.

- c) There is a large open location between communication ducts next to Denham Close which could easily accommodate the new mast and equipment panels between them since the plot is so large (and the comms cables would be running within a 100mm duct that can easily be located). However, we the other two sites are better.



Figure 3: Street view facing southwest of alternative option "C"

Ciara Daly

This option was discounted due to build constraints.

There is not enough room (underground) to allow for the required equipment to be located here.

This location was discounted due to space restrictions caused by existing underground services (Figure 3).

From a visual amenity perspective, this location offers no better a solution than the proposal.

Recommendation

As per the published report.

Item 5b

20/01109/FUL Construction of new dwelling

Longfield, Aylesbury Road, Tring, HP23 4DH

Additional responses received following re-consultation on 1st June 2020

1 Longfield Road, Tring, Hertfordshire HP23 4DQ

ABSTRACT

It is pleasing to see that the applicant has taken into account the views of several neighbouring residents concerning the application. However, I am still fundamentally opposed to the proposed house being built. My reasons, detailed below, are 1) the parking situation and 2) the position of the proposed new house.

PARKING

Despite the large number of photographs (accompanying the revised plans) showing

the extent of parking in this part of Longfield Road, the photographs do not illustrate the problem late in the evening or at weekends. The applicant notes that the problem of non-residents parking in the road should be brought to the Borough Council's attention, and means to alleviate this problem found. Sadly, the chances of that happening are close to zero. More than 90% of the houses in this part of Longfield Road, in the main part of Longfield Road just round the corner, and those called Chiltern Villas/Gordon Villas in the adjacent slip road, were built between 1895 and 1910, long before anyone thought of providing parking spaces, let alone for two or more vehicles per house. The chance of extra parking space being found and provided for those houses is negligible. Parking restrictions favourable to certain residents would need to be introduced throughout the whole area, for such a system to have any semblance of fairness.

Though fortunately there has not (as far as I know, having lived here for 40 years) been an accident at the junction of Longfield Road and Aylesbury Road, I personally have been involved in a couple of near misses there. So far my pleas to Tring Town Council to paint double yellow lines the required distance into Longfield Road have fallen on deaf ears. Assuming that one day lines are actually painted, then the amount of cars/vans that can be parked legally in the short section of Longfield Road could at the most be 23, rather than the figure of 32 suggested in the documentation accompanying the revised plans.

DESIGN AND LOCATION OF THE PROPOSED HOUSE

In my previous objection I made no reference to the design, as I am fundamentally opposed to any building on the site. The design of the house itself seems perfectly acceptable, but it simply should not be sited where it is proposed. The distance between the front of the proposed house and the fronts of Nos. 1 - 4 Longfield Road would be just under 17.5 metres. I believe that the minimum allowable distance nowadays is 21 metres. There appear to be no houses in the main part of Longfield Road that are less than 19.5m apart. The distance between Longfield and 1a Longfield Road is indeed less than 21m, BUT, it is the sides of those houses, which are relatively windowless, that face each other. If the 21m rule is upheld, then the front of the proposed house is 3.5m too close to the fronts of the existing houses opposite.

The owner of 65 Longfield Road (in his objection to the application) suggested that the new house should be sited much further back from the road, in the present garden of 'The Hermitage', allowing for ample parking space in front of the new house, and leaving a much more appropriate area of garden for 'Longfield'. Though not ideal, this might well be preferable.

EXTRA COMMENT

Plenty of new houses are at present being built in many different parts of Tring. There is no need for a house to be built midway between 'Longfield' and 'Casa Nostra'. The grey fence at present along the west side of this part of Longfield Road is certainly not unattractive, despite the applicant's dislike of it. The fence allows Nos. 1 - 8 (an attractive group of well maintained Victorian or Edwardian buildings) to have a good amount of western sunlight and an almost uninterrupted view of trees, an asset of great value to those houses. A single modern house, however sympathetic its design, positioned midway between 'Longfield' and 'Casa Nostra' and too close to the terrace opposite, would be hugely less attractive and far more obtrusive than the existing fence.

Once again, I urge and request that this planning application be turned down.

2 Longfield Road, Tring, Hertfordshire HP23 4DQ

I am writing to inform you of my continued objection to the construction of a new home on existing gardens along Longfield road. (planning application 20/01109/FUL). My object relates to material planning considerations around loss of light; loss of privacy and parking

Loss of Light

I live in a long narrow terrace property with two front windows. My house faces west so in the afternoon and evening the front of my house gets more light than the back. My living spaces are lit in the afternoons and evenings by the view of the sun moving to the west over gardens. The sun will set behind the proposed property greatly reducing access to natural light for 1-4 Longfield Road in the afternoon and evening.

Loss of Privacy

The road is narrow and the fronts of the houses on this part of the road are only a couple of metres away from the pavement. The distance between the front of the proposed house and the fronts of Nos. 1-4 Longfield Road would be just under 17.5 metres. If the house was built it would overlook my house, looking into our living spaces and bedrooms.

Parking

This end of Longfield Road is typically congested in the evenings and at weekends, despite there only being properties on one side of the road, as residents from the main part of Longfield Road, Chiltern Villas and Gordon Villas park here, as well as

people parking to use the allotments at Duckmore Road. The houses in this area were not built with parking in mind and multiple home owners have large vehicles including vans. The photographs provided by the Applicant do not accurately reflect the parking on the road and I have provided photos via email from different days and times of day to illustrate the parking issues. The construction of the building will remove needed parking spaces along the road.

Additional comment

There are currently about 180 properties being built near the cemetery, 40 on the old St Francis School site and about 300 being built on the Icknield Road development. This part of Tring has already had a significant number of new developments. I do not think it is appropriate to squeeze in one more house when the impact on existing residents will be significant. If it is decided that a new property is essential between Longfield and Casa Nostra the suggestion that the property be sited much further back from the road, in the present garden of The Hermitage, allowing for parking at the front of the new house would be, although not ideal, preferable to the current plans as it would reduce overshadowing and improve privacy for those living opposite. Moving parking for the new property from the side to the it's front would also reduce loss of parking.

Please find attached photos to support my objection to the planning application 20/01109/FUL. My name, address and contact details can be found below. There is no facility to upload attachments to objections but I note that the applicant has added further information about parking on the road. In the interests of fairness and equity I trust that the attached photos can be taken into account when reviewing the application.

Please confirm that the attachments and this email will be added to my objection.

Please find attached photos of the parking on Longfield Road. Each file is named with the date and time of the photo. I note that the applicant has carried out a parking survey. I argue that this is biased and should be carried out by an independent party. The application has added photos to support their opinion that there is ample parking on the road. My attached photos show there is not sufficient parking on the road. I am not arguing that the street is always full of cars, my assertion is that it is often full and my photos evidence this. In the photos some cars are parked within 10 meters of the junction with Aylesbury Road demonstrating the difficulty that can be had finding parking space on the road. This would be increased if the proposed additional dwelling was built as it would reduce the amount of parking space available to residents.

Photos

2020-05-02 4pm - You can see the street is full and two cars are parked illegally as they are within 10 meters of the junction with Aylesbury Road.



2020-05-14 2pm - The street is full, one car is parked illegally as it is within 10 meters of the junction with Aylesbury Road.



2020-05-15 2pm - The street is full, one car is parked illegally as it is within 10 meters of the junction with Aylesbury Road.



2020-05-16 11am - You can see the street is full and two cars are parked illegally as they are within 10 meters of the junction with Aylesbury Road.



2020-06-21 2pm - The street is full, one car is possibly parked illegally (range rover on the left) as it is within 10 meters of the junction with Aylesbury Road.



2020-06-21 4pm - You can see the street is full and two cars are parked illegally as they are within 10 meters of the junction with Aylesbury Road.



3 Longfield Road, Tring, Hertfordshire HP23 4DQ

Further to my comments of the 28th May 2020, I continue to object strongly to this proposal.

The issue of parking needs to be taken more seriously than it would seem. The photos DO NOT reflect a true picture of the parking issues that we have. Maybe it would help if you had photos taken by the residents of Longfield Road to give a balanced view of how we experience the parking here. How on earth 32 cars can fit safely parked on either side of the road I do not know. The junction to Tring Road is currently dangerous with cars parked right up to the main road. I have witnessed some of these vehicles belonging to residents of Longfield itself despite having their own parking. It is a HMO for 10 residents, and if, as some currently own transit vans, space will be at a premium so will and have spilled out onto Longfield Road. Thus creating a problem for us as residents.

It is my belief still that it will be an accident waiting to happen when the vehicles exiting the new build try to get onto Longfield Road with limited visibility, if cars are parked right up to the dropped kerb.

21 Metre Rule

There is a rule stating the distance between houses needs to be a minimum of 21 metres. This proposal sits 17.5 metre opposite nos 1 - 4.

Light and Privacy

Despite the new plans seeming to show how the new build wont affect the amount of sunlight entering our property, I am of the firm belief that it will have a detrimental affect.

With the new build sitting directly opposite, our privacy WILL be compromised.

With two large building projects going on in the immediate vicinity, this build is unnecessary. I would be curious as to what the term affordable housing would be in this case. Affordable for who?

Again I strongly OBJECT to this build.

4 Longfield Road, Tring, Hertfordshire HP23 4DQ

I am writing to object to the (revised) planning application. The property is directly opposite to my home and even though there are various explanations as to why the height and distance from the road of the proposed development will not affect my privacy and sunlight, I find this impossible to accept. I do not accept that my current uninterrupted view from both my living room and main bedroom will not be impacted by the proposed development. To suggest that it 'minimises the impact on light and

visibility' is just simply not true.

I am surprised that Hertfordshire County Council Highway Authority can review the proposal and state it won't impact the local area. I have lived in my home for many years and it is only luck and good fortune that has prevented any serious incident or accident at this time. The entry onto or off Aylesbury Road from/to Longfield Road are constantly at risk with cars parked right up to the junction.

I want to highlight the specific section of The Highway Code Rule 243 - that refers to parking. DO NOT stop or park; at or near a bus stop (on Aylesbury Road), opposite or within 10 metres (32 feet) of a junction (Aylesbury Road & Longfield Gardens), where you would force other traffic to enter a tram lane or on a bend.

The photos, timings and period for which the parking evidence has been provided are misleading. Stating this is an 'objective view' is clearly not the case as it is supporting the development application and therefore it is bound to be biased. This is evidenced by the short time frame for recording parked cars and using parking measurements that are misleading.

Do the measurements used in the justification take into account the 10M gap to the junction that is required by law in the Highway Code at both the Aylesbury Road entrance/exit and the Longfield Gardens entrance/exit? I'm certain it does not.

I would contest that if the 10M gaps from the calculations are deducted this would reduce the numbers of cars that can safely park by a minimum of 8 cars/25%.

If you consider the photos provided as evidence. Is it being suggested that in the first photo, Friday, 29th view North (13 cars/41%) that another 19 cars can be parked safely along the road? Saturday, 30th (18 cars/56%) another 14 cars?? This simply isn't true.

Again, do these calculations account for a 10M gap to the junction with Aylesbury Road and the bend at the junction with Longfield Gardens? I would argue that some cars photographed are already illegally parked near the junction/bend and that no more cars could be safely parked.

Personally (even with Covid-19) my nephew and I were both at work for 5 of the 7 days the recording of parked cars was taking place and neither of our vehicles would have been recorded at any of those times.

I also think that it's an unfair and unrealistic suggestion to simply imply that as there is a bus stop on Aylesbury Road, the 'potential' need for cars is reduced.

Suggesting that the 3M drive will not take more than 1 space. Does that mean that

cars will park right up against each side of the drive thereby blocking the view of oncoming vehicles both off and onto the road? Also, with a car exiting the proposed drive with cars parked either side of the driveway and cars parked opposite the driveway, will the car be able to exit onto the road in one motion and safely? It's not taking account of this.

The only bit of the whole report I agree with is that the Council should provide residents parking for Longfield Road as there are far too many non-resident vehicles parking here.

Casa Nostra, Longfield Road, Tring, Hertfordshire HP23 4DQ

I refer to the amended application and plans submitted on the 9th, 10th and 22nd June and strongly object to the revised application on the following grounds.

1. PARKING

I have to take issue with the section on Parking in the revised application.

To state that the available parking is only 45% utilised on average couldn't be further from the truth.

The available parking spaces is based on a totally incorrect assumption that a total of 32 cars could be parked in this particular stretch of Longfield Road. A neighbour and myself have measured the length of the road and taking into account all the drop downs and the width of Chiltern Villas, there is space for a maximum of 24 cars. This includes cars parking contrary to the rules of the Highway Code on the corners of Longfield Road/Aylesbury Road and Longfield Road/Longfield Gardens.

Also, only 5m space for each car has been allowed. Most of the cars are 5m or more in length and space has to be allowed between cars for manoeuvring and a space of 6m per vehicle is needed.

Another factor not allowed for is visitors, particularly at weekends. Has this been taken into account for the proposed new dwelling?

It is also mentions that residents from other roads park their cars on this stretch of road. Some are from the long stretch of Longfield Road and others from Chiltern Villas. Where else are these people going to park and they have a right to do so unless they are parking illegally. Unfortunately, this a problem, particularly in the western side of Tring.

As stated previously, the proposed car parking space for the new dwelling with one car parked behind the other seems a bad idea. There will at times undoubtedly be much manoeuvring particularly when the first car in will want to be first out. In all probability one car will be parked on the road for the sake of convenience.

Longfield Road is rapidly becoming dominated by car parking and therefore the construction of a new house will only exacerbate the problem.

2. POSITION OF NEW DWELLING

The depth and height of the proposed dwelling make it sit awkwardly on the street scene and looks out of keeping with the rest of the road. It appears as though the minimum width of a piece of the garden has been utilised to squeeze in a narrow house. It will rob Longfield, an HMO, of a valuable amenity in garden space for its residents.

The proposed dwelling would appear to be too close to the houses on the opposite side of the road creating overlooking problems and also loss of sunlight. There are no other houses in Longfield Road where the houses on opposite sides of the road are so close. In the rest of Longfield Road many of the properties have trees growing in their front gardens and many have car parking space also. This is not an option for numbers 1-8 Longfield Road.

3. VISUAL AMENITY: DOMINANCE

The application states that "the ridge height is within the ridge heights for the houses it neighbours on both sides as it steps down in height to follow the natural contour of the road."

However, this is not true as a line drawn in a straight line between the ridges of Longfield and Casa Nostra cuts through the top of the roof of the proposed house which I believe shows that the new house is approximately one metre too high. The proposed house will be three storeys high while I understand that the local guidance prefers two storeys.

The height of the house does not respect our property in terms of height which would appear to be contrary to Policy CS12.

I live at Casa Nostra where our garden is to the south side and faces directly at the north side of the proposed dwelling. The blank side of the house, which measures 9.55m in width and 8.42m high will span most of the width of our plot which will make it both dominant and overbearing.

Hillside, 5 Chiltern Villas, Aylesbury Road Tring, Hertfordshire HP23 4DH

The loss of parking spaces on Longfield Road should be enough to cause this planning application to be rejected. I live just off Longfield Road and have space outside my house for one car only. My other car is normally parked on Longfield Road. This end of Longfield Road is normally very congested and cars often park very close to the junction with the Aylesbury Road.

I think if there is a loss of parking spaces now there will not be enough parking spaces for the current houses in the area and visitors to the Duckmore Lane allotments. I think people will start to park on the Aylesbury Road. If I cannot find space in Longfield Road I will park on Aylesbury Road. Maybe not a bad thing as it might help slow the traffic down; many cars do not obey the 30 miles per hour speed limit as they come into or leave Tring on the Aylesbury Road.

19 Longfield Gardens, Tring, Hertfordshire HP23 4DN

I continue to object to this development following the amendments submitted.

The parking survey overestimates parking capacity significantly and a visual estimate of capacity, without considering Highway Code requirement of 10 metres, is more likely as 20 cars (there are two commercial vehicles and a large suv). This significantly alters the percentage use calculations submitted.

There is also a requirement for space to manoeuvre cars into spaces. The development requires a drop kerb and space for vehicles to manoeuvre in/ out of the proposed property reducing capacity of parking by 2 cars. At capacity getting in and out of the property will be difficult.

The consequence of this development will be to increase the existing hazard at both ends of the short section of Longfield Road and cause over spill dangerous parking on the corners, which is already an issue.

Access for refuse and emergency vehicles will be inhibited if cars actually parked on the roads instead of using the pavements.

1 Chiltern Villas, Aylesbury Road, Tring, Hertfordshire HP23 4DH

Car parking has been an issue on Longfield Road for a number of years and granting this application will only add to the problem, as it will take away space for people to park and will cause even more dangerous parking. I feel there has been enough development in the area, St Francis School and the new development on Aylesbury Road/Icknield Way is adding to the amount of traffic on Aylesbury Road, which is already a busy and fast road.

15 Longfield Road, Tring, Hertfordshire HP23 4DG

I am writing to inform you of my objection to the construction of a new home on existing gardens on Longfield road (planning application 20/01109/FUL). We live just around the corner from the proposed development.

The Parking on Longfield Road is a nightmare and we rarely get to park outside of our property and resort to having to use the area directly outside the proposed development, and often this is too parked up with vehicles to park here too. Meaning we have to resort to parking miles away from our home or parking in less safe areas near to the junction of Longfield Road/Longfield Gardens/Western Road. This causes tension between the other residents who then have difficulty accessing their drive ways and roads. Its also really dangerous.

For example it causes problems for delivery drivers and larger vehicles trying to access other parts of the road. Just last week my husband had his car hit by a Tesco's driver who had such a tight turning circle and poor visibility that he scraped the corner of our car when trying to turn around.

As the Council will not allowing us to develop our front gardens in to driveways this is going to continue to be an issue and get steadily worse as families grow up and the cars increase per household. The properties on the part of the road opposite the proposed development do not have driveways and residents have no choice but to park on the street. This section of Longfield is also used as overspill parking for residents from the from Gordon Villas and people parking to use the allotments at Duckmore Road.

The construction of the property would reduce the amount of parking available to all and increase the number of cars trying to park on the road. The plans show that the new property will have a drive for two cars. If the new residents have two cars it is likely they will park one in the street (if there is space) so they do not block themselves in thus adding to car parking difficulties on the road.

There are also traffic safety grounds to consider as any cars parked on the drive of the proposed property will almost certainly be emerging from between cars parked on the street. The street itself is narrow and the sight lines of the driver and on-coming cars will be poor making it difficult to spot each other.

The property is also not in keeping with the existing properties on the road.

There are currently about 180 properties being built near the cemetery, 40 on the old St Francis School site and about 300 planned for the Icknield Road development. This part of Tring has already had its fair share of new properties I do not think it is

fair to squeeze in one more house when the impact on existing residents will be significant.

13 Longfield Road, Tring, Hertfordshire HP23 4DG

I think the suggested property is totally out of character with the surrounding properties in Longfield Road. Parking is already a nightmare at this end of Longfield Road (and there s only one of me with one car), anymore residents will put a massive strain on this. There are hundreds of new houses being built in Tring just down the road, and I really dont see the need to squeeze more buildings into an existing residential road.

11 Longfield Road, Tring, Hertfordshire HP23 4DG

I don't quite understand the need to squeeze a property into the garden of an existing residence, just seems like greed rather than need. Especially when there are 250 odd new houses of all sizes being built within 3-400 yards of this . Also an already contested road /parking wise will become worse . With all building work, there will be a lot of upheaval during building work as we have seen with st Francis close, just don't see why this is even being considered when new houses are already being built close by.

Comments from the Architect in response to neighbour comments:

Thank you for forwarding these comments. We can respond as follows:

The initial point refers to loss of privacy and sunlight. The points covered in our additional information document still apply. Considering the distance between the properties, the height of the property being in proportion with surrounding properties and the site elevation not breaching the 25 degree line, from all neighbouring properties, including the neighbours on Longfield Road opposite and that the width of the property has been further reduced, then this will not have a distinct impact on light and visibility.

The second point references the safety of the junction between Longfield Road and Aylesbury Road. As the site is approximately 50 metres from this junction, then it should not be a key consideration. In addition, since owning Longfield, the owner has significantly improved the safety of this junction by removing a considerable amount of overgrown vegetation and replacing the boundaries with low level walls/fences. The owner has received multiple supportive comments from local residents recognising this. Hertfordshire County Council Highways Authority also confirmed that here have been no accidents involving personal injury in the vicinity of the site in the last 5 years.

The third point relates to the parking survey. This was a robust measurement, giving a fair and accurate reflection of day to day parking in Longfield Road. More specifically:

- It covered a period of one week, to ensure it covered parking patterns on different days of the week. In addition, it tracked parking numbers once during the day and once in the evenings/mornings, to ensure it reflected parking in the street at different times the day.
- The Highway Code guidelines on avoiding parking within 10m of a junction are not legally enforceable and cars included in the counts for the parking survey were within 10 metres of the junction, so it's reasonable to account for these spaces.
- Whilst everyone's personal circumstances with regards to Covid-19 are different, it's fair to assume that during the week of the parking survey (29th May – 4th June), there would have been a greater number of people at home than usual, so one would expect a higher number of vehicles parked in residential areas.
- Bus services provide a key mode of transport to many people, so it's a fair assertion that having a property in close proximity to a bus stop and the town centre does have a potential impact on number of cars required at a property.

Overall, one can always debate details of any survey. However, it's clear that with the average capacity of parking space being used at only 45% and looking through the photos taken, the level of parking does not pose a fundamental issue that should influence the decision of one additional property, with two off street parking spaces, being added to the road.

Recommendation

As per the published report.

Item 5c

20/00884/FUL Construction of general purpose agricultural building

Glendale Farm, Flaunden Bottom, Flaunden, HP5 1GA

NO FURTHER ITEMS

Recommendation

As per the published report.

Item 5d

20/00631/FUL Construction of new dwelling with access via existing driveway. Demolition of existing garage and construction of two new detached double garages.

Fullers, Cross Oak Road, Berkhamsted, HP4 3NA

Response from agent to DMC Report:

Just a point that occurred to me as I was reading through the various objections, which seem to rest mainly on the theme of 'overdevelopment' and not setting the precedent for 'backland development' - well, basically, the trend for 'backland development' was actually started around 1964 when Tower Close was built on land acquired from the gardens of the oldest house at the top of Tower Close and 'Cherry Hill' (built 1930), in Cross Oak Road.

(NB. Cherry Hill is the older house here - a new house, 'Lastallion' was built in front of 'Cherry Hill' in 1990 and the house/garden proportion is very similar to the proposed New House at 'Fullers')

After that came Oxfield Close, similarly from larger house gardens; then in the 1970s Oakwood was built, in Shootersway, in the garden of Haslam House.

More recently the trend has continued with various 'tandem' developments in both Shootersway and Cross Oak Road, as mentioned in your report.

Finally, it is worth noting that the Location Plan for this application is obtained from the recommended supplier but the Ordinance Survey people don't seem to keep up-to-date with house extensions, extra garages etc. and so you will find that the proposed New House is indeed of a similar size or even more modest than the surrounding houses.

Recommendation

As per the published report.

Item 5e

4/02072/19/FUL Demolition of barn and stable buildings & construction of 4 bedroom single storey detached Dwelling.

Chequers Hill Nurseries, Delmer End Lane, Flamstead, AL3 8ER

NO FURTHER ITEMS

Recommendation

As per the published report.

Item 5f

19/02521/FHA Single storey front extension, two-storey side and rear extension

15 New Road, Wilstone, Tring, HP23 4NZ

Additional comment from Tring Rural Parish Council:

The Rothschild Cottages in New Road form part of the Conservation area and we believe that care should be taken in any design for additions and alterations to these properties to ensure that any extensions are sympathetic to the surroundings, in terms of local character, design, scale, and visual impact, also to enhance and protect features essential to the character and appearance of the vernacular in this location.

We are concerned that if this application is granted in its current form, it may establish a precedence for extensions of the Rothschild properties in the future, allowing them to extend further forward into the front garden area, which we believe should be protected from encroachment to preserve the traditional character of the street scene.

The Parish Council would be supportive of an amended application more in keeping with the vernacular and one that reflected the extension of the adjoining property, No 13 where planning permission was granted in 1997 ref 4/01063/97.

Recommendation

As per the published report.

Item 5g

20/01038/FHA Single storey rear extensions, front porch canopy and alterations to front, rear and side fenestration (amended scheme)

12 Puller Road, Hemel Hempstead, HP1 1QL

Additional Information for Members / Omissions in Officer report:

Members attention is drawn to an error in the Officers report. The report states there will be no change to the parking and access arrangements at the site. However the current proposal results in the loss of the existing integral garage, which was to be retained as part of the previously approved scheme. The current proposed plans show the garage door is to be replaced by a front facing window and the garage will become a store area. The proposal thus results in the loss of an off-street parking space when compared to the previous scheme.

However, members attention is also drawn to the fact that the existing garage, which was retained as part of the previously approved scheme is substandard in its size with the garage door opening slightly less then 2.4m wide and is therefore unlikely to realistically accommodate a modern car. It is not currently being used for the parking of vehicles due to its narrow width. In addition, it is important to note that the the existing garage could be converted into habitable accommodation without the need for planning permission which is a material consideration.

Furthermore, it is also important to note that whilst it has not been constructed, a replacement garage was granted planning permission to the rear of the site under permission 4/03034/18/FHA and if this consent were to be implemented (it remains extant) there would be no net loss of parking across the site compared to the existing circumstances.

It is acknowledged that Puller Road is heavily congested with on-street parking given that most properties do not benefit from off-street parking and whilst the loss of the garage would result in additional on-street parking presuure there would be no significant residual impact based on the loss of one space such that a refusal on parking grounds could be sustained.

As such, the proposal would not result in harm to the safety or operation of the adjacent highways.

Recommendation

As per the published report.

Item 5h

20/00758/FHA Two storey side and single storey rear extensions

24 Finch Road, Berkhamsted, HP4 3LH

Additional comments in objection from No.22 Finch Road

I wish to OBJECT strongly to the front porch as indicated on the plan (View F, H in “3068.02.03 Existing and Proposed Plans”), for the below reasons.

1. Loss of light and overshadowing

It is apparent from the amended plans that the proposed front porch single storey extension would lead to an unacceptable loss of light and overshadowing for 22 Finch Road. In particular, the front bay window impacted is the main source of natural light for the living room at 22 Finch Road (see pic a5). Our particular concern is that the amended plans do not provide sufficient detail to adequately assess the full extent of this loss and as there are already other inexact measurements (referred to above) in the plans it is apparent that this matter has not been given due consideration

2. Visual intrusion

The proposed front extension would be out of keeping with the design of neighbouring properties (see pic a6). For example, 26 Finch Road was recently developed with a single storey front extension which was 1m depth. The amended plans for the front single storey extension suggest a depth closer to 2m (however the plans are inexact and vague on this point making it difficult to determine and potentially granting licence to further extend at the point of construction). This is not in keeping with neighbouring properties and as mentioned above this leads to an unacceptable loss of light to 22 Finch Road.

Please note that comparison pictures in “New Porch” and “Extension” are not to any scale or dimensions, they only show one of many angular view windows from a certain viewing point of what might it look.

Additional Statement from No.22 Finch Road:

Thank you for allowing me to make a short statement. I have lived at 22 Finch Road for 36 years. I have read through the papers for the meeting and the additional plans submitted on 18 June. I am particularly concerned that our objection regarding the loss of light and overshadowing due to the two storey rear extension has not been addressed in the additional plans.

Specifically, I understand that the 45 degree rule is assessed on both plan and elevation i.e. both horizontal and vertical. I made it clear in my objection letter in May and submitted photographic evidence that there was a discrepancy in the plans - the distance between the fence and the middle of the patio doors of 22 Finch Road was doubled.

Whilst I appreciate that the additional plans do address the 45 degree angle on the horizontal with updated scale, I do not believe they address this on the vertical which is the key point for us. In particular the loss of the main source of natural light to our dining room on the ground floor, which has been our concern all along.

I am not objecting to the rear extension per se, but to the two storey element of the rear extension. In the previous plans submitted with an inaccurate scale, the 45 degree angle on height of the extension was only just met, and I'm not aware of any updated documentation that shows this continues to be met. This is our biggest concern which, frankly, has been glossed over in the report to be discussed at the planning meeting. One other key point to make here is that the documents refer to other houses on Finch Road that have had two storey side extensions and rely on this as justification for this planning proposal.

This is a false comparison. We have looked at these planning applications and viewed the houses from our street and they are clearly different. None of the houses referred to in the report have a double storey side extension over a rear extension, i.e. the two storey side extension has never been allowed to extend beyond the back wall of the original blueprint of a house. It is the combined impact of both things that will cause us significant loss of light for our house, dining room and garden. In other words, no one else has been allowed to do this on our road. If someone comes to check it can easily be confirmed.

We would be comfortable with the proposal if a simple adjustment was made so that the height of the rear extension was reduced so that it is single storey all the way along the back of the house, consistent with the other developments on our street.

In summary, I appreciate that our neighbour's house needs refurbishment, but our key objections to this plan are:

1. **Overshadowing/loss of light.** As far as I am aware there is nothing in the documents submitted that demonstrates with accurate measurements that the 45 degree test is met based on elevation i.e. vertical. We think this test is not met and the development will significantly impact the light in our house (and as this has been the case for over 20 years we understand we have a right to light). Berkhamsted Parish have twice rejected the application and acknowledged this which is the key point of our objection and seems to have been overlooked.
2. **Precedent.** The comparison in the report to other houses on our road is not accurate. No one else on our road has had a double storey rear extension beyond the existing back wall of the house. This can easily be checked by checking the detailed plans and viewing from the street.

Amendment to Condition 2:

Condition 2 (Approved Plans) has been amended so as to only include proposed plans. As such the following plan numbers have been removed:

- 04820-001

- 3068.05.01

Condition 2 now reads as follows:

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

**3068.02.03
3068.04.03
Site Location Plan**

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

Recommendation

As per the published report.

Item 5i

20/00771/FHA Ground floor rear and side infill extension, floor plan redesign and all associated works.

Autumn Tints, 4 Rambling Way, Potten End, Berkhamsted, HP4 2SE

NO FURTHER ITEMS

Recommendation

As per the published report.
