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DEVELOPMENT MANAGEMENT AGENDA

THURSDAY 23 JULY 2020 AT 6.30 PM
MICROSOFT TEAMS - MICROSOFT TEAMS

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 Oguchi
Councillor C Wyatt-Lowe (Vice-Chairman)	Councillor Riddick
Councillor Beauchamp	Councillor R Sutton
Councillor Durrant	Councillor Symington
Councillor Hobson	Councillor Uttley
Councillor Maddern	Councillor Woolner
Councillor McDowell	

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

AGENDA

- 8. ADDENDUM** (Pages 2 - 13)

Agenda Item 8



DEVELOPMENT MANAGEMENT COMMITTEE
Thursday 23rd July 2020 at 6.30 PM

ADDENDUM SHEET

Item 5a

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

Recommendation

As per the published report

Item 5b

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

Recommendation

As per the published report.

Item 5c

**19/02521/FHA SINGLE STOREY FRONT EXTENSION, TWO STOREY
SIDE AND REAR EXTENSION
15 New Road, Wilstone, Tring, Hertfordshire**

NO FURTHER ITEMS

Recommendation

As per the published report.

Item 5d

20/00003/FUL Change of use from office to day nursery with associated alterations, including internal reconfiguration and new openings and revised external layout

Ardenoak House, 101 High Street, Tring, Hertfordshire

Objection received from Beechwood, London Road, Tring:

I have a number of concerns with this proposal which I will outline below:

1. the forecast of 18 staff to care for 80 children (proposed nursery capacity); these numbers do not make sense. Given Ofsted ratio requirements for early years settings and the reality and complexities of staffing a setting of this size, the requirement is double (at least) the staff numbers - 42 is a more realistic number. What is the response to this significant concern? As this is not the case in practise.
2. how will you police/enforce perspective employees biking and using buses to travel to work? Can I see some precedence/evidence of where this has been executed previously? In my experience in this area, the majority of staff will use their car to get to work. How are these proposals going to be policed and enforced in practise?
3. where Ardenoak House is situated: across the road from a large private day nursery and government nursery, in what is already a predominantly residential area - which is a bottleneck for traffic and parking currently. There is also a very busy cafe directly across the road (which is used by cyclists). The projections around numbers of parents/carers pick up times is not what is happening in reality at the other nurseries across the road. Why is this site going to be different? Given the current precedence, I am deeply concerned that this proposal has been passed from a traffic/parking perspective. The current spaces proposed by Flower Pots on site will certainly not suffice to cater for the extra traffic that this proposal will create; if it were to go ahead. How do you respond to these concerns as I don't feel the current response is accurate or realistic.
4. the response in regard to perspective noise pollution seems very generic and full of technical speak. Is this regarding another planning proposal - perhaps? It seems like a standard boiler-plated response. Can I see a proposal that is more vernacular with

less jargon as I am not a technical expert on noise nor are many of the local residents, I fear. I don't feel that this is a subjective response to this site proposal.

5. why was this planning notice placed in such an inconspicuous place? Away from the site (placed around a very narrow pole on the side of the street - away from the main entrance). Why was the planning notice not placed on the main gates in front of the building? My concern is that many of the local residents are not aware of these proposals. I do hope that this proposal is not a "shoo-in", I can't help but feel that it reads this way.

I look forward to a specific, more informed response to my concerns.
With thanks.

Recommendation

As per the published report.

Item 5e

19/02662/FUL

Change of Use from Office to Day Nursery, single storey front extension, alterations and revised external layout.

1 Hempstead Road, Kings Langley, Hertfordshire, WD4 8BJ

- A letter of support has been received from 35 Vicarage Lane, KL

A day nursery would be a welcome addition to the village and be extremely beneficial to working families.

At present, the opening hours (8am-4pm) of the only nursery provision in the village are not sufficient for parents that both work 8 hours days with a commute. Alternative nurseries are in neighbouring towns and require additional car journeys that would be unnecessary were this application to go ahead.

I fully support this application.

- A comment from an objector regarding the Committee Report has been received:

Paragraph 9.11 in your report is inaccurate and could be misleading:

An objection was raised with regard to the comparison with other nurseries in terms of trip generation. The objection stated that the two nurseries had much higher populations in close proximity to their nurseries. The assessment does not rely on the nurseries mentioned, but

rather a range of sites using TRICS. This has been checked by HCC and has been deemed acceptable.

Originally the assessment relied on the location of the two nurseries I pointed to in the maps using arrows, based on the postcodes in the applicant's application. Following the points I made, HHC requested a further assessment requiring additional sites.

- An objection with maps has also been received.

Highway safety concerns – misleading car trip generation figures (19/02662/FUL)

This concerns a planning application to convert a building into a day nursery (1 Hempstead Road, [bottom of Vicarage Lane] Kings Langley).

The current application, I believe, endangers lives. The application has assumed a population in the vicinity of the proposed nursery that is higher than it actually is, which therefore has overestimated the number of people walking to the nursery, and underestimated those that would travel by car. It is reasonable to expect that if one lives further from a nursery one is more likely to travel by car.

Population within a mile

Actual figure (Kings Langley) 5,000 to 10,000 (estimate, see below)

Applicant's figures, 15,000 to 20,000 based on two other nurseries
25,000 to 50,000.

The applicant has used car trip generation figures from TRICS database, based on two nurseries with much higher populations in close proximity to their nurseries. (See page 54, pages unnumbered, from the applicant's Transport Statement dated October 2019 for these figures.) This is not a like-to-like comparison, and it seems that the applicant has not justified the selection of these nurseries that have much higher local population figures.

If you look at the homes within a mile of the proposed nursery, most lie within Kings Langley parish. See map of Kings Langley Parish is produced by Dacorum:

http://www.dacorum.gov.uk/docs/default-source/strategic-planning/kings-langley-parishboundary-map---submitted.pdf?sfvrsn=4dc90a9e_4

The Population of the Parish is currently around 5,000.

<http://kings-langley.localstats.co.uk/census-demographics/england/east-ofengland/dacorum/kings-langley>

To demonstrate further that there is a lower population in close proximity to the proposed Kings Langley nursery than indicated in the application, please see maps on next page with a circle showing a twenty minute walk to the proposed nursery. The circle has a ¼ mile radius, corresponding to a twenty minute walk.

There are other factors that exacerbate further highway risk concerns:

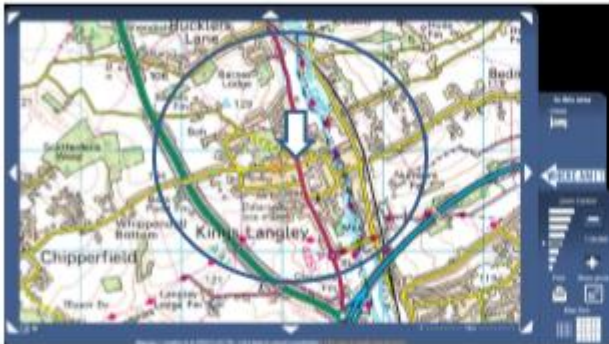
- A particularly vulnerable group are children who have to walk to Kings Langley Primary School or to Kings Langley Secondary School, and have no where else to cross the road but at the bottom of Vicarage Lane. There is no pavement on one side of Vicarage lane.
- Kings Langley is a commuter village and that would further increase the traffic in Kings Langley village generally as well as at the bottom of Vicarage Lane where children cross. Some parents/carers would drop off their children at the proposed nursery and then drive and park their car at Kings Langley station a mile away to travel into London.

My conclusions are that:

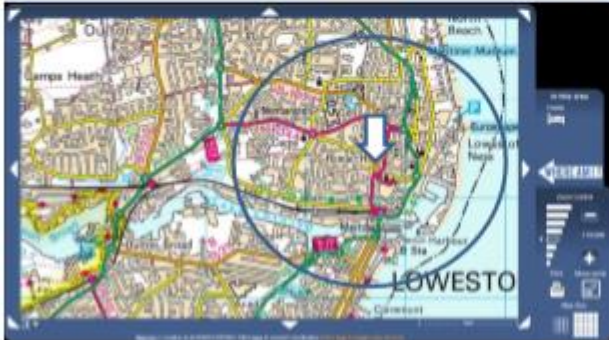
- the current proposal endangers lives, particularly children's lives as they walk to school, and have nowhere else to cross the road,
- Hertfordshire Highways will most likely want to review the traffic generation assumptions in the application, and then Hertfordshire Highways and Dacorum will most likely want to review the application itself with a focus on highway safety.

Kings Langley is much more rural than the two other nurseries referred to.

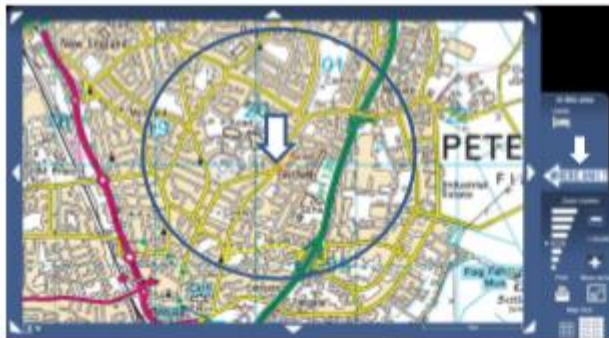
Blue circle's radius shows twenty minute walk to nurseries, $\frac{3}{4}$ mile radius.



Kings Langley site is surrounded by countryside
[link to map](#)



Lowestoft nursery is surrounded by homes. [link to map](#)
It was used to estimate car trips for Kings Langley



Peterborough nursery is surrounded by homes
[link to map](#) It was used to estimate car trips for Kings

- 1) The arrows in two of the maps correspond to the addresses of the two nurseries from the TRICS database cited by the applicant (see Appendix D of Transport Assessment/Statement, published on the Dacorum website on 7 Nov 2019). They are Eastfield Road, Peterborough, and Camp Road, Lowestoft.
- 2) Since I produced this, an updated transport assessment has been produced that still includes these two addresses as well as adding seven other nurseries.

- 3 photographs provided by Councillor Anderson are attached to the addendum with the following text:

The measurements I took this afternoon show the revised plans for the access are inaccurate. In real life, the width of the sway is 5.5m and the pavement 1.8m, so the sway is 3 times the width of the pavement. In the plans, the sway is shown as 4 times the width of the pavement, i.e. the distance between the building and the road is wrong.

This is relevant as the plans do not show how difficult it would be for traffic to pass the parked cars in the sway, i.e. does not show how cramped the sway would be, as shown in the first attached pic. The second pic demonstrates how cramped the double parking on the east of the plot would be. The third pic demonstrates there is no alternative parking available and the road congested in the middle of a quiet afternoon with people working from home.

I am aware highways has not objected on safety grounds, but I am sorry, the calculations as to how many out of the 40 sets of parents would want to drop off/collect children at the same time are frankly ludicrous - only 3 spaces would cause chaos, for which I do not wish DBC to be responsible. (Have been advised by an experienced nursery manager that for 40 parents you need at least 5 spaces.)



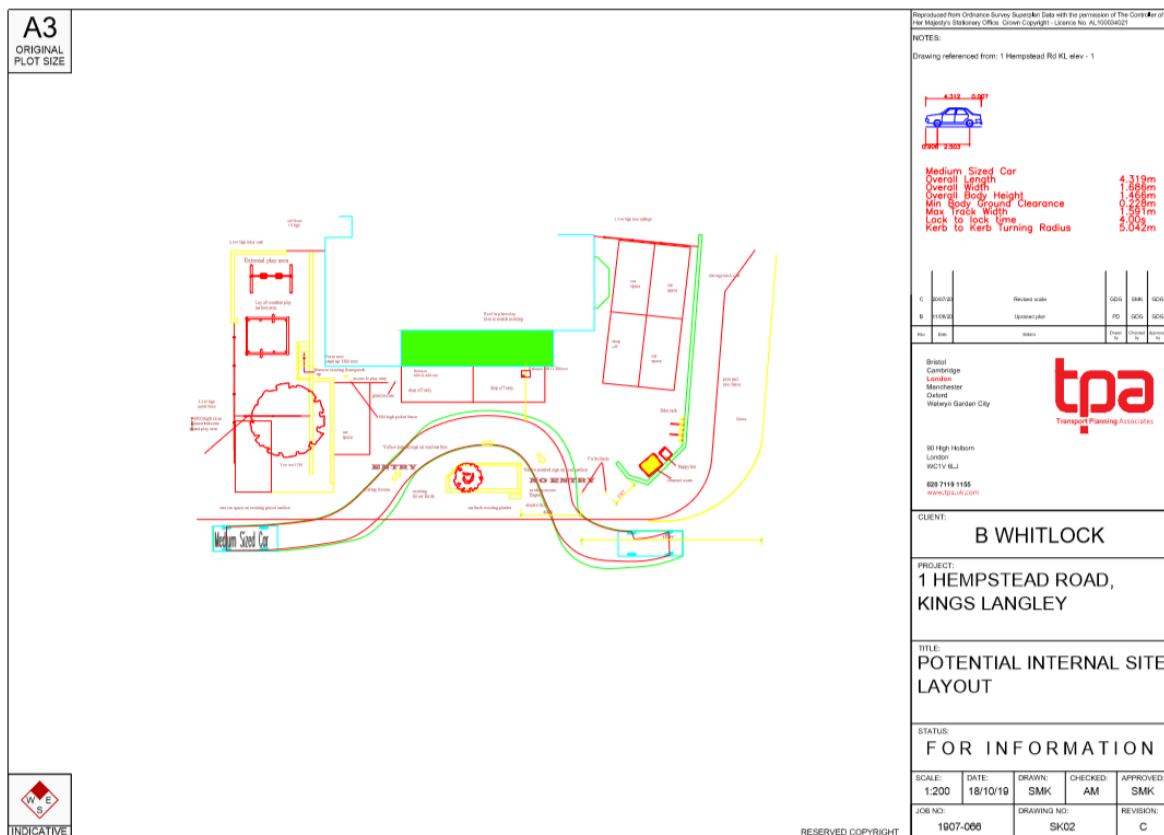


An Amended plan “Potential Internal Site Layout SK02 Rev C” was submitted by the agent with the following explanation.

“With reference to this, it is noted that there appears to have been some issues with the scaling/scanning of the latest drawing from the highway consultant. Proportionally the drawing was correct but did not reflect the true 1:200 scaled indicated.

Please find attached the corrected version. The drawing is identical but now scales correctly at 1:200 which may have account for the differences in measurements.”

The plan is copied below and has been indexed onto the website.



Email response from Councillor Richard Roberts – County Councillor for Kings Langley Ward to Dr Sheldon

Thank you for sharing your concerns on the detail of the traffic count data. Can I say that I am not in a position to add comment to the detail but I would expect the Highway and planning officials to both understand and as necessary challenge the data supplied, they appear to have done this on more than one occasion.

I would ask that additional scrutiny of the traffic data is undertaken and demonstrated through its report and presentation to members on Thursday evening.

Elsbeth palmer is an experienced planning officer and I am sure that she will be able to balance the demands for the nursery with its location and external environment in making a recommendation.

Ms Palmer will be able to answer questions about the traffic movement and as importantly provide comfort that the location is or is not suitable for a nursery.

For Kings Langley colleagues and residents alike it does bring into sharp focus the junction of vicarage Lane and London Road...

Kind regards

Richard

County Councillor for Kings Langley ward

Recommendation

As per the published report.

Item 5f

20/00589/FUL - Construction of 7no. 3 bedroom terraced family dwellings, with associated car parking provision of 16no spaces and landscaping. Parking provision of 7 public spaces and 2no designated spaces (one in existing garage) for staff of Spice Village restaurant. (AMENDED SCHEME)

Car Park To Rear Of , The Spice Village, Chapel Croft, Chipperfield

Recommendation

As per the published report.

Item 5g

20/00003/FUL

Refurbishment of existing property, including first floor extension, rear single storey extension and remodelling of facades.

Viewpoint, Felden Lane, Hemel Hempstead, Hertfordshire

Two photographs have been provided by the occupiers of Hilltop, which adjoins the site.





Recommendation

As per the published report.
