



Public Document Pack
**DEVELOPMENT MANAGEMENT
AGENDA**

**THURSDAY 8 NOVEMBER 2018 AT 7.00 PM
DBC COUNCIL CHAMBER - THE FORUM**

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

Membership

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

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

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

AGENDA

1. MINUTES

To confirm the minutes of the previous meeting (these are circulated separately)

2. APOLOGIES FOR ABSENCE

To receive any apologies for absence

3. DECLARATIONS OF INTEREST

To receive any declarations of interest

A member with a disclosable pecuniary interest or a personal interest in a matter who attends a meeting of the authority at which the matter is considered -

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent and, if the interest is a disclosable pecuniary interest, or a personal interest which is also prejudicial
- (ii) may not participate in any discussion or vote on the matter (and must withdraw to the public seating area) unless they have been granted a dispensation.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Members' Register of Interests, or is not the subject of a pending notification, must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal and prejudicial interests are defined in Part 2 of the Code of Conduct For Members

[If a member is in any doubt as to whether they have an interest which should be declared they should seek the advice of the Monitoring Officer before the start of the meeting]

It is requested that Members declare their interest at the beginning of the relevant agenda item and it will be noted by the Committee Clerk for inclusion in the minutes.

4. PUBLIC PARTICIPATION

An opportunity for members of the public to make statements or ask questions in accordance with the rules as to public participation.

Time per speaker	Total Time Available	How to let us know	When we need to know by
3 minutes	Where more than 1 person wishes to speak on a planning application, the shared time is increased from 3 minutes to 5 minutes.	In writing or by phone	5pm the day before the meeting.

You need to inform the council in advance if you wish to speak by contacting Member Support on Tel: 01442 228209 or by email: Member.support@dacorum.gov.uk

The Development Management Committee will finish at 10.30pm and any unheard applications will be deferred to the next meeting.

There are limits on how much of each meeting can be taken up with people having their say and how long each person can speak for. The permitted times are specified in the table above and are allocated for each of the following on a 'first come, first served basis':

- Town/Parish Council and Neighbourhood Associations;
- Objectors to an application;
- Supporters of the application.

Every person must, when invited to do so, address their statement or question to the Chairman of the Committee.

Every person must after making a statement or asking a question take their seat to listen to the reply or if they wish join the public for the rest of the meeting or leave the meeting.

The questioner may not ask the same or a similar question within a six month period except for the following circumstances:

- (a) deferred planning applications which have foregone a significant or material change since originally being considered
- (b) resubmitted planning applications which have foregone a significant or material change
- (c) any issues which are resubmitted to Committee in view of further facts or information to be considered.

At a meeting of the Development Management Committee, a person, or their representative, may speak on a particular planning application, provided that it is on the agenda to be considered at the meeting.

Please note: If an application is recommended for approval, only objectors can invoke public speaking and then supporters will have the right to reply. Applicants can only invoke speaking rights where the application recommended for refusal.

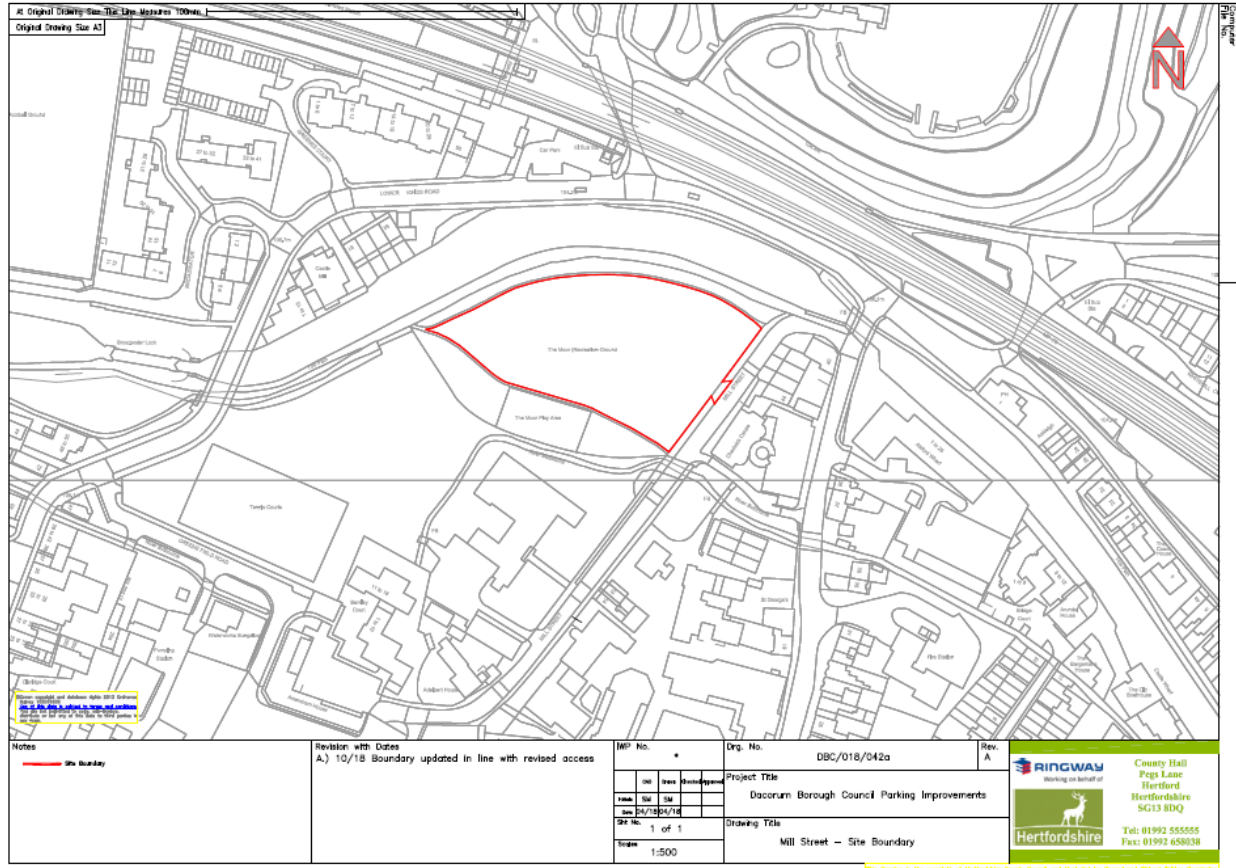
5. INDEX TO PLANNING APPLICATIONS

- (a) 4/01821/18/FUL - TEMPORARY CHANGE OF USE OF LAND TO CAR PARK PROVIDING 90 SPACES INCLUDING 6 DISABLED SPACES TO DISCHARGE CONDITION 15i OF PLANNING PERMISSION 4/00122/16/MFA (CONSTRUCTION OF 8 HALF STOREY CAR PARK WITH ASSOCIATED WORK TO PROVIDE 312 SPACES + 15 DISABLED SPACES.) - THE MOOR, MILL STREET, BERKHAMSTED (Pages 5 - 120)
- (b) 4/00147/18/FUL - DEMOLITION OF DETACHED DWELLING AND CONSTRUCTION OF FIVE FLATS WITH REPOSITIONED ACCESS AND PARKING - FAIRVIEW, HIGHFIELD LANE, HEMEL HEMPSTEAD, HP2 5JE (Pages 121 - 194)
- (c) 4/01517/18/FUL - DEMOLITION OF EXISTING DETACHED HOUSE AND CONSTRUCTION OF TWO 4 BED SEMI DETACHED HOUSES - 3 TRING ROAD, DUDSWELL, BERKHAMSTED, HP4 3SF (Pages 195 - 212)
- (d) 4/01446/18/FUL - TWO-STOREY REAR EXTENSION TO EXISTING DWELLING AND TWO-STOREY SIDE EXTENSION TO CREATE NEW DWELLING - 3 HILLSIDE COTTAGES, LEVERSTOCK GREEN ROAD, HEMEL HEMPSTEAD, HP3 8QB (Pages 213 - 237)
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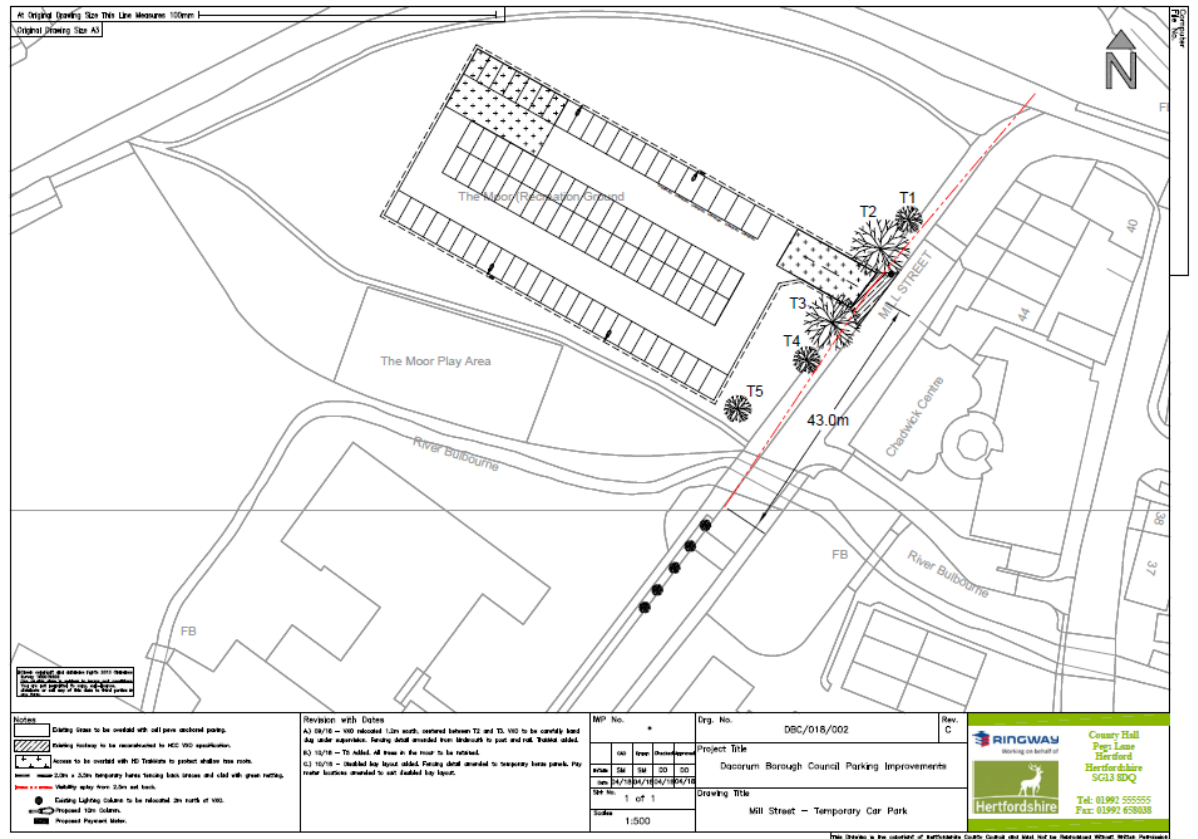
Item 5a 4/01821/18/FUL TEMPORARY CHANGE OF USE OF LAND TO CAR PARK PROVIDING 90 SPACES INCLUDING 6 DISABLED SPACES TO DISCHARGE CONDITION 15i OF PLANNING PERMISSION 4/00122/16/MFA (CONSTRUCTION OF 8 HALF STOREY CAR PARK WITH ASSOCIATED WORK TO PROVIDE 312 SPACES + 15 DISABLED SPACES.)

THE MOOR, MILL STREET, BERKHAMSTED



Item 5a 4/01821/18/FUL TEMPORARY CHANGE OF USE OF LAND TO CAR PARK PROVIDING 90 SPACES INCLUDING 6 DISABLED SPACES TO DISCHARGE CONDITION 15i OF PLANNING PERMISSION 4/00122/16/MFA (CONSTRUCTION OF 8 HALF STOREY CAR PARK WITH ASSOCIATED WORK TO PROVIDE 312 SPACES + 15 DISABLED SPACES.)

THE MOOR, MILL STREET, BERKHAMSTED



4/01821/18/FUL	TEMPORARY CHANGE OF USE OF LAND TO CAR PARK PROVIDING 90 SPACES INCLUDING 6 DISABLED SPACES TO DISCHARGE CONDITION 15i OF PLANNING PERMISSION 4/00122/16/MFA (CONSTRUCTION OF 8 HALF STOREY CAR PARK WITH ASSOCIATED WORK TO PROVIDE 312 SPACES + 15 DISABLED SPACES.)
Site Address	THE MOOR, MILL STREET, BERKHAMSTED
Applicant	Dacorum Borough Council, The Forum
Case Officer	Rachel Marber
Referral to Committee	Council own scheme- Amendments to design since previous committee approval on the 6th September 2018

1. Recommendation

1.1 That planning permission be **Granted**.

2. Summary

2.1 The use of the site as a temporary car park would not result in detrimental impact to visual or residential amenity of the immediate area, or highway safety and operation. The low level harm which would result to designated and non-designated heritage assets and loss of open recreational space would be off-set by the long term benefit of the multi-storey car park construction and provision to secure a higher quality public open space once the temporary permission ceases to operate. The proposed development is therefore considered to be in accordance with the NPPF (2018), Policies NP1, CS1, CS4, CS8, CS10, CS11, CS12, CS25, CS26, CS27, CS29, CS31 of the Core Strategy (2013) and Saved Local Plan Policies (2004) 10, 12, 51, 55, 57, 73, 75, 99, 100, 101, 113, 116, 118, 119, 120 and Appendices 5, 6 and 8.

3. Site Description

3.1 The application site comprises the Moor Recreation Ground which is located to the west side of Mill Street within Berkhamsted Town Centre and is designated as open land. The site is bordered by Mill Street to the east and the Grand Union Canal and River Bulbourne to the north and south. Berkhamsted School and its adjoining sports grounds are located immediately to the south of the site beyond the River Bulbourne.

3.2 The site sits within the designated Berkhamsted conservation area and area of Archaeological Significance and partially falls within flood zones 2 and 3.

4. Proposal

4.1 The application seeks permission for use of the site as a temporary car park required by condition 15i of permission ref: 4/00122/16/MFA which granted permission for the construction of an 8 and half storey car park to provide 327 parking spaces.

4.2 This condition required details of temporary parking for the cars which will be displaced during construction of the new multi-storey car park at Lower Kings Road, as the existing car park on site will close.

4.3 The temporary car park would provide 88 spaces, including 6 disabled bays with vehicular and pedestrian access off Mill Street.

4.4 The temporary car park will operate for a period of one year only.

5. Relevant Planning History

5.1 On 6th September 2018 the Development Management Planning Committee resolved that planning permission be delegated with view to approval subject to the receipt of a satisfactory Bat Report. The bat survey was subsequently submitted and this was accepted by the LPA.

5.2 Since this committee date the above scheme has been amended in response to public objection to the removal of the Horse Chestnut tree (T2). In order to preserve this tree the vehicular access to the temporary car park has been moved a further 1.2 metres south. The change in location of the crossover and preservation of the adjacent trees (T2 and T3) is considered a material change to the scheme and therefore the proposal is referred back to Development Management Committee for approval.

4/00122/16/MFA CONSTRUCTION OF 8 HALF STOREY CAR PARK WITH ASSOCIATED
WORK TO PROVIDE 312 SPACES + 15 DISABLED SPACES.

Granted

22/12/2016

6. Policies

6.1 National Policy Guidance (2018)

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

6.2 Adopted Core Strategy – (2013)

NP1: Supporting Development

CS1: Distribution of Development

CS4: The Towns and Large Villages

CS8: Sustainable Transport

CS10: Quality of Settlement Design

CS11: Quality of Neighbourhood Design

CS12: Quality of Site Design

CS25: Landscape Character

CS26: Green Infrastructure

CS27: Quality of the Historic Environment

CS29: Sustainable Design and Construction

CS31: Water Management

CS32: Air, Soil and Water Quality

6.3 Saved Policies of the Dacorum Borough Local Plan (2004)

Policy 10 - Optimising the Use of Urban Land

Policy 12: Infrastructure Provision and Phasing

Policy 51: Development and Transport Impacts

Policy 55: Traffic Management

Policy 57 - Provision and Management of Parking
Policy 73: Provision and Distribution of Leisure Space in Towns and Large Villages
Policy 75: Retention of Leisure Space
Policy 99: Preservation of Trees, Hedgerows and Woodlands
Policy 100: Tree and Woodland Planting
Policy 101: Tree and Woodland Management
Policy 113: Exterior Lighting
Policy 116: Open Land in Towns and Large Villages
Policy 118: Important Archaeological Remains
Policy 119: Development Affecting Listed Buildings
Policy 120: Development in Conservation Areas
Appendix 5: Parking Provision
Appendix 6: Open Space and Play Provision
Appendix 8: Exterior Lighting

6.4 Supplementary Planning Guidance / Documents

Environmental Guidelines (2004)

7. Constraints

Berkhamsted conservation area
Open Space
Area of Archaeological Significance
Flood Zone 2
Flood Zone 3

8. Representations

8.1 Consultee Responses

These are reproduced in full at Appendix A

8.2 Neighbour notification responses

These are reproduced in full at Appendix B

Summary of Responses

Objections

- **Negative impact on traffic** – increased congestion to already heavily congested areas (i.e. Mill Street, Castle Street, Station Road and Lower Kings Road)
- **Important area to residents** – the Moor is a regularly used leisure space for residents and hosts local events (e.g. fairs) and there are limited alternative green spaces to meet these needs
- **Damage to the Moor** – damage would be caused by the change of use and would result in delays restoring it to its original condition
- **Concerns for highway and pedestrian safety** – there is limited access and visibility

from Mill Street and the temporary car park would be in close proximity to a school and children's play area

- Little consultation/notification from Council
- Location of temporary car park is impractical as access is poor
- Deficiency of open space in Berkhamsted
- **Negative impact on local businesses** – the Moor is used regularly by local fitness trainers/ instructors and there are no alternative open green spaces for them to use
- **Failure to address parking issue in the area** – the proposal offers a chargeable car park but there are already empty chargeable car parks in the area (the area is in need of a free car park)
- **Financial reasons** – concerns with the costs associated with installing and later removing components for the car park (e.g. lighting and ticket machines)
- **Negative impact on visual amenity** – a temporary car park in this area is considered to be damaging to the character of Berkhamsted and the borough
- **Harmful to wildlife** – (including squirrels, geese, birds and bats)
- **Additional parking facilities are not required** – there are alternative car parks that can be used (i.e. car park next to the train station) and additional car parks are not required as a long term solution (car ownership is predicted to fall)
- **Alternative options/locations are better suited** – suggestions have been made in regards to more suitable sites for the temporary car park (e.g. one of the fields opposite Hall Park) or alternatively the extension of current car parks are more ideal for the area (e.g. the extensions of car parks at Woods Garden Centre/Well Lane) – there are alternative options that would be more in keeping with the character of Berkhamsted (e.g. a park and ride scheme would be less disruptive)
- **Increased air and noise pollution**
- **Destruction of mature trees** – harmful to the environment and unnecessary as there are disagreements that the trees to be felled are of 'poor quality' and 'low value'
- **Privacy Concerns** – potential that properties overlooking the Moor will lose privacy (i.e. will be overlooked by cars parked in the temporary car park)
- **Conditions to be set if planning permission is granted** – to protect the Moor, plant additional trees and set up fencing (around the temporary car park and children's play area)
- **Alternative traffic arrangements to be considered** – (i.e. introduction of a one-way traffic system on Mill Street between Castle Street and the entrance to the temporary car park)

Support

- The scheme would address parking issues in the area

Responses to these representations received has been outlined within the consultation response section below.

9. Considerations

9.1 The main issues to consider are:

- Principle of Development
- Flood Risk
- Impact on Street Scene
- Impact on Historic Environment and Conservation Area
- Effect on Amenity of Future Occupiers and Neighbours
- Highway Safety and Parking Provision
- Impact on Trees and Landscaping
- Protected Species
- Air Quality and Contamination
- Archaeology
- Consultation Responses

Principle of Development

Town Centre Location

9.2 Policy NP1 of the Core Strategy states that the Council will take a positive approach to the consideration of development proposals, reflecting the presumption in favour of sustainable development contained in the National Planning Policy Framework.

9.3 Policy CS2 of the Core Strategy (2013) outlines a development preference of previously development land and buildings and areas of high accessibility. The proposed temporary car park would be located with Berkhamsted Town Centre which is an area of high accessibility within a defined settlement boundary.

9.4 The Government is keen to support the vitality and viability of town centres (para. 85 of the NPPF) and to ensure they are served by adequate quality of parking so that is convenient, safe and secure (para. 106).

9.5 Core Strategy (2013) Policy CS1 states that Hemel Hempstead will be the focus for new homes, jobs and strategic services and Policy CS4 of the Core Strategy (2013) encourages a mix of uses within town and local centres although in open land areas the primary planning purpose is to maintain the generally open character. Development proposals will be assessed against relevant open land policies.

9.6 Saved Policy 12 of the Local Plan (2004) allows provision of new infrastructure (including public transport and other utilities) as long as it can be provided in a sustainable manner without causing harm to the environment of the surrounding area or the amenity and/or safety of the public and there are adequate access and serving arrangements.

9.7 Therefore, the site is located within the Town Centre where a broad range of uses are acceptable. In principle there is no objection to the provision of a public car park within a Town Centre location, subject to satisfying the open space policies outlined below.

Development on open land

9.8 The application site is designated open land. Saved Policy 116 outlines that open land forming part of the urban structure will be protected from building and other inappropriate development. Changes of use on open land must relate to the character and use of the open land setting and protect the future integrity of the wider area of open land. Proposals to develop on other open land in towns and large villages will be assessed on the basis of the local contribution the land makes to leisure facilities, townscape, visual amenity, nature conservation and the general environment. Measures to conserve and improve the attractiveness, variety and usefulness of all open land will be investigated, encouraged and promoted.

9.9 Saved Policy 75 of the Local Plan (2004) expands that building on leisure spaces will not be permitted unless the proposal is ancillary to the leisure use of the land, a sufficient proportion of the site with appropriate facilities is retained in open use to meet the formal and informal leisure needs of the local population and there is a demonstrable surplus of sports pitches and informal leisure space (Policy 73). The leisure space lost should be replaced to an equivalent or better standard and there is an overall benefit to sport as a result.

9.10 Saved Appendix 6 and Saved Policy 73 of the Local Plan (2003) requires a minimum of 2.8 hectares per 1,000 population of leisure space (including playing fields, parks, children's play areas, etc.) to be retained. The proposed car park would result in a temporary loss of the open space on The Moor. The Open Space Assessment (2008) highlights that Berkhamsted has the largest deficiency of open space in the borough with -1.07 ha of open space compared to 2.8 ha per 1000 people; totally 1.73 ha per 1000 people. It is appreciated that this statistic is now out-of-date however, the indication that Berkhamsted is deficient in open space is accepted. Nevertheless, it is important to emphasise that the car park would be in place for a temporary period of one year and the open space would be restored to a higher standard than currently existing. Therefore, the proposal would not result in a long-term, permanent loss of open space provision within Berkhamsted.

9.11 Such an approach is supported by Government in paragraph 97 of the NPPF (2018) which states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

9.12 In short, although development on open space is discouraged by local and national policy, this loss would not be permanent. The restoration of the site post temporary use, would secure the open space provision to higher quality than previously existing (this is expanded upon with the Impact on historic environment and conservation area section below). Most importantly, the site will be in use for only a temporary period of time; this has been ensured by a recommended time-limited condition of 1 year.

Local Transport Plan and Local Urban Transport Plan

9.13 Policy CS8 of the Core Strategy (2013) outlines the sustainable transport approach for the borough. This policy references that development proposals will also contribute to the implementation of the strategies and priorities set out in the Local Transport Plan and Local Urban Transport Plan.

9.14 The Tring, Northchurch and Berkhamsted Urban Transport Plan was written in conjunction with Hertfordshire County Council and sets out a number of measures to improve movement across Berkhamsted in order to address local transport issues. The Transport Plan makes clear that it has to balance a range of competing issues including supporting the local economy and growth, environmental protection, and reducing greenhouse gases. One of the many opportunities and interventions to achieving this outlined within this document is the provision of a multi-storey car park off Lower Kings Road (reference 15.1), proforma 14 which states,

“Following a review of parking issues in Berkhamsted, it is clear that there is insufficient provision for those who wish to use the town centre as a result of growth in shopper, residential, business and commuter requirements. Since the abandonment of proposals of Controlled Parking Zones following public consultation, an alternative strategy for parking is required. As a result, Dacorum Borough Council has (Autumn 2012) proposed the development of a multi-storey car park in Berkhamsted Town Centre....”

9.15 Thus, the temporary car park is an important necessity to facilitate the successful implementation of the multi-storey car park.

Summary

9.16 The proposal would be located within Berkhamsted Town Centre where the principle for use of a site as car parking is acceptable but subject to an open land designation. The requirement of the multi-storey car park is to improve accessibility and traffic movements within Berkhamsted Town Centre in the long-term against the increase in housing growth allocated for this area. The principle of the multi-storey car park was set out in the Site Allocation DPD T/19 in the Schedule of Transport Proposals and Sites. The permission for this has now been granted (app ref: 4/00122/16/MFA). The temporary car park, subject of this application, will facilitate the successful implementation of the multi-storey car park with as minimal disruption possible. Therefore, although the site is designated open space the use as a car park would be for a temporary period only and the value of the open space would be enhanced within restoration works. Consequently, it is considered that there are considerable benefits to the scheme which would justify the acceptability of the temporary car park in principle and in this location. The proposal is considered in accordance with the above policies.

Flood Risk

9.17 The western half of the application site falls within Flood Zones 2 and 3. In accordance with the NPPF (2018) development should be directed away from areas at highest risk, but where development is necessary, it should be made safe for its lifetime without increasing flood risk elsewhere (para 155). The NPPF requires a sequential risk-based approach to determining the suitability of land for development in flood risk areas which takes into account the current and future impacts of climate change so as to avoid flood risk to people and

property.

9.18 The purpose of the sequential test is to demonstrate that there are no other reasonably available sites suitable for the proposed development which are at a lower risk of flooding. An assessment of the Flood Zones is the starting point for the sequential approach. In areas at risk of river (or sea) flooding, preference should be given to locating new development in Flood Zone 1. If there are no reasonably available sites suitable for the proposed development within Flood Zone 1, sites within Flood Zone 2 can be considered and then, if necessary, Flood Zone 3.

9.19 The application has been submitted alongside a sequential test which highlights that only two possible locations for the displacement of the Lower Kings Road car park were identified: The Moor Recreation Ground and Canal Fields. The suitability of available sites was restricted by the need to be located within the town centre, within a short walk from the existing car park at Lower Kings Road and the Berkhamsted railway station, as well as the need to be a suitably sized site in public ownership. The only other open parcels of land within an appropriate distance included playing pitches, grounds of the schedule monument (Berkhamsted Castle), allotments and private playing fields of schools. It was determined that these sites were not suitable and thus did not warrant further consideration.

9.20 The Canal Fields site was concluded inappropriate as development on this site would have resulted in the removal of a large number of trees. Additionally, the entrance to the car park would have been located adjacent to a children's play area which was deemed to be unsuitable due to safety reasons.

9.21 The LPA are satisfied that this test demonstrates that there are no other reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding.

9.22 As it would not be possible for the development to be located in zones with a lower risk of flooding the exception test has been applied.

9.23 An exception test has been outlined and submitted alongside the planning application which highlights the following benefits to the scheme:

- The Environment Agency has advised that the proposed temporary car park use is Water Compatible.
- The temporary car park is essential to allow the town centre to remain accessible whilst the construction works are being undertaken at the site of the new multi-storey car park. If replacement car parking was not provided whilst the new multi-storey car park was being constructed this would have a significant and detrimental impact on the viability and vitality of the Berkhamsted Town Centre.
- The car park proposed is temporary in nature and is due to operate for less than one year.
- Consideration has been given to drainage of the site with a temporary and permeable tile surface proposed, which will limit surface water runoff.

9.24 The LPA are satisfied that the development would provide wider sustainability benefits to the community that outweigh the flood risk and would be safe for its lifetime, without increasing the flood risk elsewhere. As such, the exception test is passed in accordance with para. 160 of

the NPPF (2018).

9.25 Policy CS31 of the Core Strategy (2013) seeks to minimise the risk of flooding and requires all development within Flood Zones 2 and 3 to submit a Flood Risk Assessment alongside the planning application. This demonstrates that the site would adapt to climate change, taking full account of flood risk and coastal change and would not be overly susceptible to flooding and would not increase the risk of flooding elsewhere.

9.26 The Environmental Agency were consulted on the proposal and requested the following amendments to the Flood Risk Assessment:

- Address the impact of climate change using an appropriate method for calculating flood levels. This will need to ensure that the development would also not increase the risk of flooding elsewhere.
- The FRA should demonstrate the flood risk with the Central allowance, in order to assess the flood level and thereby the safety of the users over the lifetime of the development.

9.27 The Lead Local Flood Authority were also consulted on the proposal and requested a drainage strategy be submitted to satisfy that the proposal will not have detrimental impact to water quality.

9.28 In light of these comments the Flood Risk Assessment has been amended and a Sustainable Drainage Strategy has been outlined for which further details has been secured by condition. Neither the Lead Local Flood Authority or Environmental Agency have an objection to the proposal.

9.29 For this reason, the use of this site as a temporary car park is considered acceptable and would not result in an increased susceptibility of flooding of this site or immediate area. As such, the proposal complies with Policy CS31 of the Core Strategy (2013) and the NPPF (2018).

Impact on Street Scene

9.30 Paragraph 127 of the NPPF (2018) states that, decisions should ensure that developments are visually attractive, are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

9.31 In addition, paragraph 130 of the NPPF states that *'permission should be refused for developments of poor design that fail to take opportunity available for improving the character and quality of an area and the way it functions.'*

9.32 Core strategy Policy CS10 (2013) outlines that development will respect defined countryside borders and landscape character with the preservation and enhancement of green gateways. Policies CS11 and CS12 of the Core Strategy highlight the importance of high quality sustainable design in improving the character and quality of an area seeking to avoid large areas dominated by car parking, to preserve attractive streetscapes, provide sufficient parking and integrate development with the existing streetscape character.

9.33 Saved Policy 10 of the Local Plan (2004) states that development should be accessible by a range of transport options.

9.34 The temporary car park would be of very simple design to enable easy installation and site restoration once the use ceases. The car park would be constructed from Cellpave (grasscrete) using a non-dig construction method. This would ensure the site retains a verdant character aspect and prevents a stark hard surfaced scheme from being introduced.

9.35 The fencing to surround the car park would comprise a back braced heras fence, which although not the most aesthetically pleasing option, would be very temporary in nature (requiring non dig construction) whilst acting as a safety barrier for children using the adjacent playground.

9.36 Therefore, the car park would be of low-level appearance which would not result in visual dominance or stark appearance within the street scene; in accordance with Policies CS10, CS11 and CS12 of the Core Strategy, Saved Policy 10 of the Local Plan (2004) and NPPF (2018).

Impact on Historic Environment and Conservation area

9.37 Core Strategy Policy CS25 states that all development will help conserve and enhance Dacorum's natural and historic landscape and proposals will be assessed for their impact on landscape features to ensure that they conserve or improve the prevailing landscape quality, character and condition.

9.38 The specific historic environment policies within the NPPF (2018) are contained within paragraphs 189-202. Paragraph 192 of the NPPF states that in determining planning applications, Local Planning Authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets. In similar regard Policy CS27 of the Core Strategy (2013) and Saved Policies 119 and 120 of the Local Plan (2004) seek to preserve the setting and distinctiveness of heritage assets.

9.39 S66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (LBA) requires that special regard shall be had to the desirability of preserving a listed building or its setting, or any features of special architectural or historic interest that it possesses. S72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (LBA) requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of the conservation area.

9.40 Due to the sensitive site location of the proposal within the Berkhamsted conservation area, adjacent to Listed Buildings and in close proximity to a scheduled ancient monument, the DBC Conservation Officer was consulted on the proposals and provided the following conclusive comments:

- The historic mapping and photographs show an avenue of trees to Mill Street. It would be recommended that this be replanted and the historic feature reinstated to the street.
- The proposal would result in enclosure and sub- division and loss temporarily of the green space. This would cause harm to the setting of the heritage assets both designated and non-designated.

- The impact on the setting of the scheduled ancient monument of the castle would be low.
- The impact of the car park on the listed former public house would be considered to be low.
- There would be some harm temporarily whilst the car park is in position but provided that the ground be reseeded and the trees planted in the longer term the harm would be negligible.

We would assess this harm to be less than substantial and at a low level.

- If the park is reinstated and provided that the avenue of trees replanted the long term impact would be an enhancement to the area. Therefore, given this balance we would assess the harm to be acceptable in the short term to provide long term benefits.

9.41 As such, although the conservation officer identified harm to the both designated and non-designated heritage assets as a result of the temporary car park this was considered less than substantial harm due to the temporary nature of the proposal.

9.42 Paragraph 196 of the NPPF (2018) states that “where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.” Section 66(1) of the Act states that decision-makers should give “considerable importance and weight to any identified harm to heritage assets.”

9.43 Historic England have not raised concerns and the conservation officer has indicated that there would be a low level of harm to the significance of the listed buildings, scheduled ancient monument and conservation area. On the other side of the balance the proposal would provide temporary parking provision to enable the implementation of the multi-storey car park which has been identified under the site allocation T/19 in the schedule of Transport Proposals and Sites due to inadequate parking provision in Berkhamsted. Further, a landscaping strategy would be conditioned if permission were to be granted. This landscaping plan/strategy would include further landscape enhancements which would restore the historic avenue to its former state; this was identified by the conservation officer to be an opportunity to secure long-term benefit to the scheme.

9.44 Taken together in the context of the low level of harm identified with the public benefits of the proposal, it is considered that on balance, the benefits of the proposal would outweigh the harm that would be caused to the setting of the listed buildings and conservation area.

9.45 As such, the proposal is not considered to result in significant impact to Berkhamsted conservation area or designated and undesignated heritage assets, adhering to Policies CS27 of the Core Strategy (2013), Saved Policies 119 and 120 of the Local Plan (2004) and the NPPF (2018).

Effect on Amenity of Future Occupiers and Neighbours

9.46 The NPPF (2018) outlines the importance of planning in securing high standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013), seek to ensure that new

development does not result in detrimental impact to neighbouring properties and their amenity space. Thus, the proposal should be designed to reduce any impact on neighbouring properties by way of visual intrusion, loss of light and privacy.

9.47 Due to the low level nature of the proposal it is not considered that a significant loss of daylight, outlook or privacy to neighbouring residents would result. Further, the car parking spaces have been set into the site further away from neighbouring residents opposite the site on Mill Street (approximately 18 meters away). Hours of use of the temporary car park has been secured by condition in order to ensure minimal disruption to neighbouring residents.

9.48 Environmental Health were consulted on the planning application in terms of noise and disturbance resulting from the use on the site. No objections were raised subject to an informative to be placed on the permission regarding construction hours of working. A lighting plan has been requested by condition so that levels of light pollution from the site can be controlled in-line with Appendix 8 and Saved Policy 113 of the Local Plan (2004).

9.49 Overall, the proposal is considered acceptable in terms of residential amenity.

Highway Safety and Parking Provision

9.50 Policy CS12 of the Core Strategy (2013) seeks to ensure developments have sufficient parking provision. Para. 103 states of the NPPF (2018) states that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

9.51 Policy CS8 of the Core Strategy (2013) gives priority to the needs of other road and passenger transport users over the private car while providing sufficient, safe and convenient parking based on car parking standards.

9.52 Saved Policy 51 of the Local Plan (2004) states that development must be compatible in locational and general highway planning, design and capacity terms with the current and future operation of the defined road hierarchy and road improvement strategy. Saved Policy 57 of the Local Plan (2004) states that parking provision and management will be used as a tool to encourage reduced car ownership and usage. This policy also highlights that consideration will be given to the introduction of Pay and Display charging to manage demand for on-street spaces within other parts of the Borough i.e. town centre locations.

9.53 A Transport Statement was submitted alongside the planning application to gauge the impact of reassigned traffic on the local highway network following the relocation of the car park facility from the existing site along Lower Kings Road to the proposed temporary site at The Moor Recreation Ground, on Mill Street. It also considers junction performance and capacities in the vicinity of the proposed site.

9.54 Hertfordshire Highways were consulted on the planning application and provided the following summative comments:

"The predicted movements from the new car park are 5 and 1 out in the morning rush hour, 33 in and 50 out in the evening and 58 in and 83 out in the busiest hour (12:45 – 13:45) on a Saturday. These figures were added to flows on the surrounding roads and then fed into

computer models of these junctions: Proposed Site Access / Mill Street, Castle Street / Mill Street, Lower Kings Road / Castle Street, High Street / Castle Street and High Street / Water Lane. Junction performance was assessed by predicted RFC (Ratio of Flow to Capacity) and queue lengths. RFC values below 0.85 are usually taken to be acceptable. The maximum value predicted in association with the temporary car park was 0.36 at the junction High Street with Castle Street. The maximum queue lengths predicted are one vehicle.

The low incident of collisions in the area and the low level of severity of injuries indicates that the road network operates relatively well with no significant driver behaviour or junction design issues which require further investigation and review.

The primary concern of the highway authority during construction is the safe and free flow of road users nearby. This means that traffic and pedestrians should continue to be able to use Mill Street without hindrance from construction-related traffic. Stringent efforts should be made to prevent mud from the site being spread on the road and pavement."

9.55 Hertfordshire Highways provided the following further comments on the relocation of the vehicle crossover:

Hertfordshire County Council (HCC) have reviewed the information provided and consider that proposed development would not be likely to have a detrimental impact on the safety and operation of the highway network. On this basis, HCC does not wish to raise an objection, subject to the imposition of suitable conditions and informatives."

9.56 In summary, the proposed temporary car park would not result in significantly further movement along Mill Street that would have a detrimental impact on Highway capacity or safety. Further, the busiest times the car park is expected to be in use is on Saturdays, outside of school hours. Thus, the proposal is considered acceptable in accordance with the NPPF (2018), Policies CS8 and CS12 of the Core Strategy (2013) and Saved Policies 51, 55, 57 and Appendix 5 of the Local Plan (2004).

Impact on Trees and Landscaping

9.57 Saved Policies 99 and 100 of the Dacorum Local Plan (2004) and Policy CS12 of the Core Strategy (2013) seek to ensure that retained trees are protected during development and that new planting is a suitable replacement for any removed trees.

9.58 The design of the temporary car park has been amended in order to avoid the required removal of the trees. Trees T2 and T3 will undergo minor crown pruning instead in order to accommodate the proposal. These works will not harm the health or quality of the trees.

9.59 The proposed vehicle crossover serving the temporary car park would be constructed within the Root Protection Areas of the trees T2 and T3 nevertheless, hand-dig and arboricultural supervised construction and re-instatement methods and a raised access will ensure no harm to tree roots would result. These measures have been outlined within the submitted arboricultural statement and shown in Appendix A, which compliance with has been secured within the approved plans condition.

9.60 The non-dig construction material proposed for the temporary car park surface would

ensure that encroachments into the Root Protection Areas of T5, T11,12, 13 & 14 would not result in damage to the health of the trees.

9.61 The Trees and Woodlands Officer was consulted on these amended changes and raised no objection subject to requested conditions.

9.62 Suggestions were also made by the tree officer regarding suitable species and sizes for tree planting in order to secure the historic tree avenue. These will feed into the landscaping plan condition which will request details of all new tree planting noting species, plant sizes and numbers and densities.

9.63 A condition has also been recommended enforcing /maintaining this landscaping for a period of 5 years, by then the landscaping will be well established.

9.64 In sum, the proposed development would maintain the verdant character of the area and would result in improved landscaping amenity in the long-term by enhancing the tree barrier and quality around The Moor.

Protected Species

9.65 The presence of protected species is a material consideration, in accordance with the National Planning Policy Framework (paragraphs 174-177), Natural Environment & Rural Communities (NERC) Act 2006 (section 40), Wildlife and Countryside Act 1981, Conservation of Habitats and Species Regulations 2010 as well as Circular 06/05. Furthermore, Policy CS26 of the Core Strategy (2013) states that proposals should contribute to the conservation of habitats and species.

9.66 Hertfordshire Ecology were consulted on the planning application and raised concerns regarding the likelihood of bats being present in the bark of the trees. A bat survey was submitted which evidences that bats do not currently reside within the tree barks. The Hertfordshire Ecology Officer is satisfied with these findings.

Air Quality Air Quality and Contamination

9.67 Policy CS8 of the Core Strategy (2013) seeks to improve road safety and air quality.

9.68 Policy CS32 of the Core Strategy (2013) seeks to maintain soil, water and air quality standards and ensure any contaminated land is appropriately remediated.

9.69 Para. 181 of the NPPF (2018) requires planning policies and decisions to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Para. 189 of the NPPF (2018) ensures that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.

9.70 The site falls within 0.4 miles of one of the council Air Quality Management Area (AQMA) and as such Environment Health were consulted on the proposal and submitted Air Quality Report assessing the impacts of the development and outlined mitigation measures, and

raised no objection.

9.71 The proposed development is also located on a radon affected area where 1-3% of homes are above the action level and also on a former contaminated land use i.e. timber yard, former wharf and garage. There is therefore a possibility that this may have affected the application site with potentially contaminated material. Consequently, an informative advising the developer be advised to keep a watching brief during ground works has been attached to the consent.

9.72 The above measures will prevent contamination of the site and adjacent water course and ensure air quality is maintained to a high standard in accordance with the NPPF (2018) and Policies CS8 and CS32 of the Core Strategy (2013).

Archaeology

9.73 In accordance with Saved Policy 118 of the Local Plan (2004) and NPPF (2018) planning permission will not be granted for development which would adversely affect scheduled ancient monuments or other nationally important sites and monuments, or their settings. The application site falls within an Area of Archaeological Significance and sits in close proximity to a scheduled ancient monument (Berkhamsted Motte and Bailey Castle). Herts Archaeology were consulted on the proposed application and provided no comment due to the development "being unlikely to have a significant impact on heritage assets of archaeological interest".

Consultation Responses

9.74 A number of concerns were received in regards to the above planning application. The main concerns are addressed below:

Additional traffic generated as a result of the proposal: This has been addressed within the Highway Safety and Parking Provision section of the report.

Loss of green space: This has been addressed within the principle of development section above. Although a deficiency of open space provision is acknowledged other open space provision is available in close proximity to the site such as, Canal Fields and Butts Meadow Recreation Ground in less than 0.4 miles on foot.

Damage to The Moor will be irreversible: The restoration of The Moor to a higher quality standard than existing will be ensured and enforced through appropriately worded landscaping conditions; please also see the Trees and Landscaping section for further details

Categorisation of T2 Chestnut Tree: This is a difference of professional arboricultural opinion, nevertheless all trees will now be retained as part of the proposal.

Privacy Concerns: Although it is acknowledged that a loss to the visual aspect enjoyed by neighbouring residents at 40-44 Castle Street would result from the proposal, this would be for a temporary period only. No significant loss of privacy is expected to result due to the separation distances of these properties to proposed car parking.

Destruction of mature trees: The proposed scheme has been revised and no trees are proposed to be removed from the site. Construction methods would ensure that no damage to tree roots would result from the proposed access to the car park and an arboriculturalist will be on-site during construction to supervise works.

Increased air and noise pollution: An Air Quality Assessment was submitted alongside the proposal, this outlined resultant air and noise pollution impact from the proposed development and mitigation measures. The Environmental Health department have received this assessment and considered the proposal for a temporary car park acceptable in this regard.

Harmful to wildlife: The Hertfordshire Ecology officer was consulted on the application and raised no objection on grounds of harm to biodiversity. No trees are being removed and therefore the comments relating to protection of bats are no longer relevant.

Negative impact to visual amenity: Please see Impact on Street Scene and Impact on Historic Environment and Conservation Area sections of delegated report.

9.75 A number of concerns were also raised relating to the Council's decision to submit an application for a multi-storey car park and subsequent need for a temporary car park in Berkhamsted and the process leading to that decision and site selection. These are matters falling outside of the planning application process; the local community demonstrated their concerns at Full Council last July and the temporary car park is a prerequisite of the grant of the multi-storey car park.

Community Infrastructure Levy (CIL)

9.76 Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on the 1st July 2015. This application is CIL Liable.

10. Conclusion

10.1 The use of the site as a temporary car park would not result in detrimental impact to visual or residential amenity of the immediate area, or highway safety and operation. The low level harm which would result to designated and non-designated heritage assets and loss of open recreational space would be off-set by the long term benefit of the multi-storey car park construction and provision to secure a higher quality public open space once the temporary permission ceases to operate. The proposed development is therefore considered to be in accordance with the NPPF (2018), Policies NP1, CS1, CS4, CS8, CS10, CS11, CS12, CS25, CS26, CS27, CS29, CS31 of the Core Strategy (2013) and Saved Local Plan Policies (2004) 10, 12, 51, 55, 57, 73, 75, 99, 100, 101, 113, 116, 118, 119, 120 and Appendices 5, 6 and 8.

11. RECOMMENDATION – That planning permission be **GRANTED** for the reasons referred to above and subject to the following conditions:

Conditions

No	Condition
1	The development hereby permitted shall be begun before the expiration of three years from the date of this permission. Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory

	Purchase Act 2004.
2	<p>After one year operation the use hereby permitted shall cease and any associated plant, materials and equipment shall be removed and any necessary works of reinstatement in accordance with the landscaping scheme approved within condition 6 shall be carried out.</p> <p>The reinstatement works shall have been fully completed within 3 months post this one year period.</p> <p>Reason: The proposed use could be detrimental to the amenities of the locality and the local planning authority wishes to have the opportunity to review the development in the light of operational experience; in accordance with Saved Policies 73, 75, 116 and Saved Appendix 6 of the Local Plan (2004).</p>
3	<p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>DBC/018/002 Rev C Received 29/10/18 Planning, Design and Access Statement & Open Space Assessment October 2018 Bat Tree Inspection Report 31st August 2018 Arboricultural Report October 2018 180734-PD-11 rev. D Received 29/10/18 Air Quality Assessment October 2018 2200/1100/320 HST/1100/001 July 2011 HST/1100/021 July 2011 HST/1100/022 July 2011 Temporary Car Park, Berkhamsted Transport Statement dated 16th July 2018 Built Heritage Appraisal July 2018 Cellpave Anchored Ground Reinforcement Paver Material Detailing The Moor, Berkhamsted Flood Risk Appraisal Dated 24/08/18 Sequential Test and Exception Test August 2018 Bat Tree Inspection ref:A082119-1 31st August 2018</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>
4	<p>No development shall take place above damp proof course level until details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority. These details shall include:</p> <p>Proposed scale of the pay and display machines; and Proposed location of speed measure signs outlined with the Air Air Quality Assessment October 2018</p> <p>The approved landscape works shall be carried out prior to the first occupation or use the development hereby permitted.</p> <p>Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area; in accordance with Policy CS12 of the Core Strategy (2013).</p>
5	<p>Prior to the first occupation or use of the development hereby permitted a reinstatement landscape plan shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>This landscaping plan shall include the following details:</p> <p>- turfing and tree planting which shall include details of planting plans; location;</p>

	<p>written specifications; schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate.</p> <ul style="list-style-type: none"> - A plan detailing the closure of the vehicle access and foot path and reinstatement of the highway grass verge; and - restoration of the surface to its former soil bulk density. <p>The re-instatement landscape plan shall be implemented after the use hereby approved has continued for a period of one year.</p> <p>Reason: To ensure a high quality landscaping is restored to the site and to safeguard the visual character of the conservation immediate area; in accordance with Policies CS12 and CS27 of the Core Strategy (2013) and Saved Policies 99 and 100 of the Local Plan (2004).</p>
6	<p>All planting, seeding or turfing and soil preparation comprised in the approved details of the reinstatement landscaping detailed in condition 6 shall be carried out in the first planting and seeding seasons following one year post implementation of the development hereby approved; and any trees or plants which within a period of five years from this date die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written approval to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To ensure proper reinstatement of the site and implementation of the agreed landscape details in the interest of the amenity value of the development; in accordance with Saved Policies 99 and 100 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013).</p>
7	<p>No development shall take place above damp proof course level until details of an exterior lighting plan has been submitted to and approved in writing by the local planning authority. These details shall include:</p> <p>Specifications of lighting including: luminaire and lamp type, beam control, wattage, the use of reflectors, baffles, louvres, cowling (including colouring), lux contours/distribution diagrams and column type/colour;</p> <p>A lighting statement clarifying the precise lighting impact in relation to nearby housing and how the installation minimises light pollution in relation to the control criteria specified by the Institution of Lighting Engineers' 'Guidance Notes for the Reduction of Light Pollution';</p> <p>Cable route servicing the lights;</p> <p>A maintenance programme (after-care); and</p> <p>Hours of use;</p> <p>Exterior lighting works shall be carried out in accordance with the approved details for the lifetime of the development.</p> <p>Reason: To safeguard and mitigate light pollution and illumination levels from the scheme; in accordance with Saved Appendix 8 and Policy 113 of the Local Plan (2004).</p>
8	<p>No development shall take place until a surface water drainage scheme for the temporary phase, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the critical storm event will not exceed the run-off from the undeveloped site following the corresponding rainfall event and provide pre-development greenfield run-off rates</p>

	<p>where possible.</p> <p>The scheme shall also include:</p> <p>Drainage strategy including a detailed drainage plan with discharge into the either the River or GUC.</p> <p>Implementation of runoff control measures Provide source control measures such as permeable paving, infiltration trenches to ensure surface water run-off from the proposed car parking and roads can be treated in a sustainable manner and reduce the requirement for maintenance of underground features.</p> <p>The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.</p> <p>Reason: To prevent the increased risk of flooding, both on and off site and provide a betterment to flood risk, water quality and biodiversity through the implementation of an appropriate SuDS scheme in accordance with Policy CS31 of the Core Strategy (2013).</p>
9	<p>Prior to construction of the development hereby approved a Construction Management Plan shall have been submitted to and approved in writing by the Local Planning Authority.</p> <p>The Construction Management Plan shall include details of:</p> <ul style="list-style-type: none"> - Construction vehicle numbers, type, routing; - Traffic management requirements; - Construction and storage compounds (including areas designated for construction staff car parking); - Siting and details of wheel washing facilities; - Cleaning of site entrances, site tracks and the adjacent public highway; and - Timing of construction activities to avoid school pick up/drop off times. <p>The construction of the development shall be carried out in accordance with these approved details.</p> <p>Reason: In the interests of maintaining highway efficiency and safety; in accordance with Policies CS8 and CS12 of the Core Strategy (2013).</p> <p>Un-expected Contaminated Land Informative</p> <p>The developer be advised to keep a watching brief during ground works on the site if any for any potentially contaminated material. Should any such material be encountered, then the Council must be informed without delay, advised of the situation and an appropriate course of action agreed.</p> <p>Construction Hours of Working – (Plant & Machinery) Informative</p> <p>All noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1830hrs on Monday to Saturdays, no works are permitted at any time on Sundays or bank holidays.</p> <p>Construction Dust Informative</p> <p>Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The developer is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in</p>

	partnership by the Greater London Authority and London Councils.
10	<p>Prior to the construction of the development hereby approved a scaled drawing showing the new access arrangements and visibility splays shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The visibility splays shown on this drawing shall be no be less than 2.4m x 43m. The access arrangements and visibility splays approved shall be provided, and thereafter maintained, in both directions from the new access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway for the duration of use or occupation of the development.</p> <p>Reason: In the interest of highway safety and free and safe flow of traffic; in accordance with Policies CS8 and CS12 of the Core Strategy (2013).</p> <p>Highway Informatives:</p> <ol style="list-style-type: none"> 1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- https://www.hertfordshire.gov.uk/droppedkerbs/ 2. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: http://www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047. 3. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website http://www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047 4. Section 278 or Section 184 Agreement All works within the highway boundary (including alterations to the footway, creation and subsequent reinstatement of the temporary vehicular access) will need to be secured and approved via an appropriate highways works agreement, either a S278 or S184 agreement. <p>Ecology Informative</p> <p>If bats or evidence for them is discovered during the course of tree works, work must stop immediately and advice sought on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England - tel: 0300 060 3900.</p> <p>Advertisement Informative</p> <p>Any advertisement/ directional signage required for the temporary car park will require separate advertisement consent.</p> <p>Article 35 Statement</p>

	Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.
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Appendix A

Consultation Responses

Network Rail

Network Rail has reviewed the documentation submitted by the applicant and this proposal will not impact the railway infrastructure.

Canal and River Trust

The Canal & River Trust (the Trust) is the guardian of 2,000 miles of historic waterways across England and Wales. We are among the largest charities in the UK. Our vision is that “living waterways transform places and enrich lives”. We are a statutory consultee in the development management process.

The Trust has reviewed the application. This is our substantive response under the Town and Country Planning (Development Management Procedure) (England) Order 2015. Based upon the information available we have **no comment** to make.

Historic England

Thank you for your letter of 8 August 2018 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.

Lead Local Flood Authority

Thank you for consulting us on the above application for the temporary change of use of land to car park providing 90 spaces including 6 disabled spaces to discharge condition 15i of planning permission 4/00122/16/MFA for the construction of 8 half storey car park with associated work to provide 312 spaces and 15 disabled spaces.

We acknowledge that the proposals are to convert this space to a temporary car parking area with an expected lifetime of <1 years while a new Multi-Storey Car Park is built on an existing car parking area. Parts of the site are located within Flood Zones 2 and 3 and there are areas within the site that are risk at risk from surface water flooding. However no information has been provided on how the site will be drained.

It is proposed to surface the car park with anchored ground reinforcement paving tiles. However this can impact the existing ground conditions including soil compaction which can increase run-off from the car parking area. The drainage arrangements for parking area should be confirmed with the identification of a discharge location. We note that the site is bounded by the Grand Union Canal to north and the River Bulbourne to the south. Given the large number of parking spaces the LPA needs to be satisfied that the proposed area will not have a detrimental impact to water quality.

For further advice on what we expect to be contained within the FRA to support an outline planning application, please refer to our Developers Guide and Checklist on our surface water drainage webpage

<http://www.hertfordshire.gov.uk/services/envplan/water/floods/surfacewaterdrainage/>

Please note if the LPA decide to grant planning permission we wished to be notified for our records should there be any subsequent surface water flooding that we may be required to investigate as a result of the new development

DBC conservation

The moor is an open area of ground close to the centre of Berkhamsted. It consists of a relatively flat open green space with some trees planted to the perimeter. We understand that the land was granted to the town following the enclosure of Berkhamsted Common. The site is within the conservation area and nearby are a number of heritage assets including the castle, Castle Inn and the conservation area. On the opposite side of the canal are a cluster of locally listed buildings connected with the station. These are identified within the conservation area appraisal

The creation of the car park would have a number of impacts: The insertion of a dropped kerb, the removal of some trees, the laying down of matting and the construction of a fence around the car park and lighting for the car park. It would appear to be expected that some fencing to Mill St may need to be removed.

In relation to the heritage impacts we would comment as follows:

The dropped kerb would have a minimal impact as would the removal of any of the modern fencing to mill street. Ideally this rather standard fencing could be replaced with fencing more in keeping with late 19th century parks.

The removal of the trees would harm the character of the park and the setting of the conservation area. However we note that the report on the condition of the trees indicates that they are in a poor condition and it would be acceptable to remove them. We would not disagree with our specialist tree officers comments as stated in the report. However any planting replacement scheme needs to be carefully considered. The historic mapping and photographs show an avenue of trees to Mill Street. It would be recommended that this be replanted and the historic feature reinstated to the street. This would result in some conservation gain which could help to mitigate any harm and provide a long term benefit once the car park has been removed.

The creation of a car park with associated fencing and lighting would impact negatively on the character of the area. We understand the fencing is to be post and rail which would soften its appearance. It would be recommended that any lighting columns be painted a dull matt green to reduce the visual impact. It would result in enclosure and sub-division and loss temporarily of the green space. This would cause harm to the setting of the heritage assets both designated and non designated noted above. The impact on the setting of the scheduled ancient monument of the castle would be low. This is due to the impact of the 19th century railway which sub divides the heritage asset from the town. The impact of the car park on the listed former public house would be considered to be low. There would be some harm temporarily whilst the car park was in position but provided that it be reseeded and the trees planted in the longer term the harm

would be negligible. Therefore we would assess this harm to be less than substantial and at a low level. Similarly the impact on the setting of the locally listed station buildings would be less than substantial and at a low level.

The impact on the character and appearance of this part of the conservation area for the period of implementation would be less than substantial but at a high level. However if the park is reinstated and provided that the avenue of trees replanted the long term impact would be an enhancement to the area. Therefore given this balance we would assess the harm to be acceptable in the short term to provide long term benefits.

Recommendation That permission be granted but this be for only for the period required to construct a new car park. That a landscaping scheme be agreed for the reinstatement of the green space and to balance the harm caused that the avenue of trees to Mill Street be reinstated to follow the historic planting of the park. Appropriate species of trees should be used. If the fencing to Mill St is to be removed it would be recommended that it be replaced with more sympathetic park style fencing.

Any lighting columns, mesh for fencing to be a dull matt green. Fencing to be unpainted timber.

Herts Ecology

I have the following comments on the above:

1. There is no existing ecological information for this site. The site is in a reasonably sensitive location adjacent to the Grand Union Canal within the river valley of the Bulbourne which is adjacent to the site. However it has long lost any natural aspect being wholly urban in character and has long been used for recreation, as shown on maps of 1925 as The Moor Recreation Ground. As such its formal management for recreation considerably limits its ecological interest. Consequently there is no significant ecological constraint associated with the principle of the proposals, which is only for a temporary period in any event.
2. However, the site has clearly degraded in what ecological interest it did have in Y2000, when the boundary was characterised by an almost continuous line of mature trees. Around a third of these have since been lost and whilst replanting is evident, their current ecological contribution is limited so that the wider ecological value has declined. I note two large trees are proposed for removal; one on Health and Safety Ground (part of normal estate management and not related to any planning obligation) and one to enable the proposals to be implemented regarding access. Four trees are to be replaced to compensate for this tree's loss. However, given both are related to the proposals, I suggest this would amount to 7 or 8 new trees to provide adequate replacement. No details of these are provided.
3. Furthermore, there are no details of any protected species potential (bats) in the trees, which if hollow or with raised bark, could provide opportunities for roosting bats. This aspect should be the responsibility of anyone involved in felling such trees, but given the need to remove one of these to provide access, the LPA should only determine the application if it can be satisfied that if bats are present and affected, they will be adequately dealt with. Currently, there is insufficient information to enable the LPA to do this, as bats have not been considered.
4. Consequently I can only advise that the two large tree(s) affected should be assessed for bats prior to determination and any necessary recommendations provided to enable determination of the application.
5. I would also expect a landscape management (restoration) plan to be produced as a Condition of approval to help restore the site following removal of car parking and provide some of the general ecological interest that was previously present. The replacement trees will take a considerable time before they begin to provide any significant ecological contribution to

the site. Enhancements for bats could include provision of bat boxes on some remaining trees as appropriate.

On this basis, whilst I do not consider there are any major ecological constraints, the bat issue should be addressed consistent with similar situations where trees are affected as a result of the planning proposals, and a landscaping plan provided. I can provide comments on any bat assessment as necessary to facilitate determination of these proposals in due course.

Amended Comments

Thank you for sending a copy of the above report. The three trees to be removed in poor structural condition were inspected for bats. The results were as follows:

1. From ground assessment, the Horse Chestnut T2 was considered to have moderate potential suitability for roosts in three locations. On more detailed inspection these were found to have no evidence and to be of negligible potential.
2. The Ash T5 was considered to have negligible potential from the ground due to its structure and condition.
3. The Norway maple T13 was considered to have high, moderate and low potential; on more detailed inspection these were confirmed as having low, negligible and no suitability respectively.

Following BCT guidance it is considered a precautionary approach to the tree felling of T13 should be followed. I consider this is acceptable and is outlined in the report. Further guidance in general on felling operations is provided. Enhancements are also suggested as well as guidance on lighting.

Based on the above, I can confirm that there was clear bat potential associated with the trees but on inspection, no evidence of bats was identified. The surveys were thorough and I have every confidence in their results. The advice in respect of tree felling, general guidance regarding bats, enhancements and lighting are appropriate and should be followed where possible. The site is a rather formal park and piles of deadwood may not be appropriate. How much of each tree needs felling is another matter; perhaps it may be possible to fell all of the limbs but leave several metres of the trunk as standing deadwood and a feature of the site. However, this may be a matter for on-site discussion – I have no reason to advise this is the required approach, despite the ecological benefits. Replacement tree planting is another issue which may influence whether any such retention is possible. Some large timber as fallen deadwood should be possible - even if carved as a seat! It would be a pity to lose all evidence of these large trees.

However, in respect of bats and trees, DBC have sufficient information to demonstrate the LPA has adequately considered these protected species and the application may be determined accordingly. The advice should be secured as a Condition or attached as an Informative, whatever is most appropriate.

Contaminated Land

Please be advise that we have **no objection to the proposed development in relation to Noise, Air Quality and land contamination.**

However, having given adequate consideration to the submitted design and access statement especially the applicant submission in section 4.0.2 with further study on the use of Cell Pave and the believe that no site digging will be involve, the following planning conditions and informative are recommend should planning permission be granted.

This comment supersede our initial comment for the site below dated 21 August 2018 @

1638hr.

1). Air Quality Assessment condition

With the proposed development within 0.4 miles of one of the council AQMA with the proposed number of car parking spaces and length of the proposed temporary use, an air quality report assessing the impacts of the development will need to be submitted to the Local Planning Authority having regard to the Environment Act 1995, Air Quality Regulations and subsequent guidance.

The report should indicate areas where there are, or likely to be, breaches of an air quality objective during the operational phase of the development. If there are predicted exceedances in exposure to levels above the Air Quality Objectives then, a proposal for possible mitigation measures should be included.

The impact of the construction vehicles and machinery of the proposed development **if any** must also be considered in the air quality assessment report to be submitted. The post construction impact of the development to the existing development will also need to be considered in the report to be submitted.

Reason: To ensure the amenities of the neighbouring premises are protected from increased air quality arising from the development; in accordance with Policies CS8 and CS32 of the Core Strategy (2013).

2). Un-expected Contaminated Land Informative

Our contaminated land record shows that the proposed development land is located on a radon affected area where 1-3% of homes are above the action level and also on a former contaminated land use i.e. timber yard, former wharf and garage. There is a possibility that this may have affected the application site with potentially contaminated material. Therefore, I recommend that the developer be advised to keep a watching brief during ground works on the site if any for any potentially contaminated material. Should any such material be encountered, then the Council must be informed without delay, advised of the situation and an appropriate course of action agreed.

3). Construction Hours of Working – (Plant & Machinery) Informative

In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1830hrs on Monday to Saturdays, no works are permitted at any time on Sundays or bank holidays.

4). Construction Dust Informative

Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

Further Comments

Having given adequate consideration to the submitted Air Quality Assessment Report with reference A082119-1 prepared by WYG Ltd and dated October 2018, we are satisfied with the removal of the attached **Air Quality Assessment condition** recommend in our previous e-mail below dated 22 August 2018 by 06:45hr.

However, this removal is subject to the applicant implementing the proposed mitigation measures identified in section 7 of the submitted report.

In the light of the above, our recommendation is now limited to the following three informative below in respect of the submitted application.

1). Un-expected Contaminated Land Informative

Our contaminated land record shows that the proposed development land is located on a radon affected area where 1-3% of homes are above the action level and also on a former contaminated land use i.e. timber yard, former wharf and garage. There is a possibility that this may have affected the application site with potentially contaminated material. Therefore, I recommend that the developer be advised to keep a watching brief during ground works on the site if any for any potentially contaminated material. Should any such material be encountered, then the Council must be informed without delay, advised of the situation and an appropriate course of action agreed.

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Trees and Woodlands

I've looked through all available documentation for this app.

The submitted Arb Report is accurate and conforms with BS5837:2012. The removal of three trees is proposed; one (T2) to facilitate the development, two (T5, T13) due to poor condition. It is also proposed to lightly prune one other tree (T3). All these works are warranted and follow industry guidance, therefore I'd recommend approval.

Referring to the Tree Protection Plan 180734-P-12, it is proposed to use ground protection measures and a building up of ground levels (orange shaded area) in the proposed car park entrance. This proposal is agreed, protecting the RPA of tree T3. Planned protective fencing on the same drawing is shown in appropriate locations, so again this is agreed.

The use of a no-dig temporary surface (Planning, Design & Access Statement, 7.26) will limit the detrimental impact of development on site vegetation and allow the regeneration of the site to occur post works.

Replanting is proposed in the Arb Report but is limited to the mitigation of the loss of T2. Four trees are proposed to be planted within the same general location. In order to maintain the spacing of mature trees around the site boundary, I would propose that planting four trees is not necessary. Planting three trees at an equal spacing between T1 and T3 would enable the long term retention of the line of larger specimens through species choice. The centrally placed new tree species should be one that will ultimately replace the aesthetic value of the removed Chestnut. A tree such as a London Plane, Small-leaved Lime or Ginkgo would fill the space, being suited to the site soil type and not currently affected by any significant disease or other

issue. A new tree to either side of this should be of a smaller ultimate size and shorter lived, enabling them to be removed after having provided several decades of visual amenity without having affected the growth habit of the desired central tree. Species such as *Betula pendula* or *utilis Jacquemontii* would be suited to this task, being attractive quicker growing trees providing dappled shade.

The removal of T5 could be mitigated in a similar way but using two trees instead of three; the new smaller tree species planted between the existing T4 and a larger tree species.

The removal of T13 could be mitigated by the planting of just one significant tree, such as those species previously suggested.

New trees should be procured from an established nursery and be of minimum heavy standard size. Planting should adhere to guidance within BS8545:2014 'Trees: from nursery to independence in the landscape – Recommendations'. Appropriate aftercare should be proposed.

Amended Comments

An alternative approach to vehicular access / egress has been submitted at The Moor, with supporting documentation provided, that enables the retention of a significant road side tree, whereas a former scheme identified the tree for removal.

The revised plan has been assessed by a local resident, who is an independent consultant of high regard within the arboricultural industry.

The resident has stated that factual errors are present within the revised arboricultural report, such as calculated RPA measurements. These errors / opinions should be addressed by the agent's own arboricultural consultant and a response provided. Further, a response to each of the five suggested planning conditions should also be made.

Given the sensitivity of the site and proposals, I would recommend that time is allowed for the agent to respond and then revisions appraised by DBC and interested parties.

To echo the view of the independent consultant, no objection to the revised plan is raised, but questions remain about detail provided.

It is necessary to state that the resident concerned has provided arboricultural services previously to DBC. However, at this time, there are no services being carried out, and none being agreed, on behalf of DBC by the resident.

Environmental Agency

Thank you for consulting us on the above application. In the absence of an acceptable Flood Risk Assessment (FRA) we object to the grant of planning permission and recommend refusal until a satisfactory FRA has been submitted.

Reason

The FRA submitted with this application does not comply with the requirements set out in paragraph 163 of the National Planning Policy Framework (NPPF) which states that for areas at risk of flooding a site-specific flood risk assessment must be undertaken which demonstrates that the development will be safe for its lifetime. It does not comply with paragraph 149 of the NPPF which requires local planning authorities to adopt proactive strategies to adapt to climate change, taking full account of flood risk and coastal change. This objection is also in line with your Local Plan Policy CS31: Water management. The submitted FRA does not, therefore,

provide a suitable basis for assessment to be made of the flood risks arising from the proposed development. In particular, the submitted FRA; 'The Moor, Berkhamsted Flood Risk Appraisal' prepared by WYG Engineering Ltd, fails to assess the impact of climate change using an appropriate method for calculating flood levels. The development is classified as a Water Compatible development within Flood Zone 3a. The FRA did not identify the Central (1 in 100 year +10% for the 2020's epoch) climate change allowance to be assessed, and failed to calculate the flood levels with this climate change allowance. Model data held by the Environment Agency, including the 1 in 100 year plus climate change, can be obtained by requesting a Product 4 data package for the site from HNLinquiries@environment-agency.gov.uk.

Overcoming our objection

You can overcome our objection by submitting an FRA which covers the deficiencies highlighted above and demonstrates that the development will not increase risk elsewhere and where possible reduces flood risk overall. Specifically, the FRA should demonstrate the flood risk with the Central allowance, in order to assess the flood level and thereby the safety of the users over the lifetime of the development. If this cannot be achieved we are likely to maintain our objection to the application. Production of an FRA will not in itself result in the removal of an objection.

We look forward to being re-consulted following submission of an amended FRA to you. We would provide our comments as soon as possible, although we would have another 21 days to respond. Our objection will be maintained until an adequate FRA has been submitted. If you are minded to approve the application contrary to our objection, I would be grateful if you could re-notify the Environment Agency to explain why, and to give us the opportunity to make further representations.

Advice to Local Planning Authority

Sequential Test

In accordance with the NPPF paragraph 158, development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. It is for the LPA to determine if the Sequential Test has to be applied and whether or not there are other sites available at lower flood risk as required by the Sequential Test in the NPPF. Our flood risk standing advice reminds you of this and provides advice on how to do this.

Advice to Applicant

Pre Application advice

We strongly encourage applicants to seek our pre-application advice to ensure environmental opportunities are maximised and to avoid any formal objections from us. If the applicant had come to us we could have worked with them to resolve these issues prior to submitting their planning application. The applicant is welcome to seek our advice now to help them overcome our objection via HNL Sustainable Places@environment-agency.gov.uk.

Amended Comments

Thank you for re-consulting us on the above application following the submission of an updated Flood Risk Assessment (FRA). We are now in a position to **remove our previous objection** to this development.

We recommend that the applicant is signed up to receive flood alerts and warnings for the

location.

Crime Prevention Officer

Thank you for sight of planning application 4/01821/18/FUL, Temporary change of use of land to car park providing 90 spaces to discharge condition 151 of planning permission 4/00122/16/MFA(construction of 8 half storey car park with associated work to provide 312 spaces + 15 disabled spaces). The Moor, Mill Street, Berkhamstead.

I am able to support this application , however from a crime prevention and Security perspective I would ask that the car park is well managed and well lit.

Herts Archaeology

Thank you for consulting me on the above application, and for sending me details of the CellPave ground reinforcement tiles.

Para 7.2.6 of the Design & Access Statement submitted with the application states that 'the temporary car parking surface within the RPA of T3 is to be constructed using a no-dig temporary surface'. This, in combination with the dimensions of the tiles to be laid (Depth 37mm approx.), suggests that the installation of the car park surfacing will have a limited impact on the existing ground surface.

In this instance therefore, although the development site is in an area with high archaeological potential, adjacent to the Castle, I consider that the development is unlikely to have a significant impact on heritage assets of archaeological interest, and I have no comment to make upon the proposal.

HCC Highways

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

1. No part of the development shall begin until the means of access has been constructed in accordance with the approved drawing and constructed in accordance with HCC highway design guide Roads in Hertfordshire.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the access.

2. Before first occupation or use of the development the access road and parking areas as shown on the approved plan DBC/018/002 shall be provided and maintained thereafter.

Reason: To ensure the development makes adequate provision for the off-street parking and manoeuvring of vehicles likely to be associated with its use.

3. Prior to commencement of the development, the applicant shall submit a Construction Management Plan to the Local Planning Authority for approval in writing. The Construction Management Plan shall include details of: - Construction vehicle numbers, type, routing; - Traffic management requirements; - Construction and storage compounds (including areas designated for construction staff car parking); - Siting and details of wheel washing facilities; - Cleaning of site entrances, site tracks and the adjacent public highway; - Timing of construction activities to avoid school pick up/drop off times.

Reason: In the interests of maintaining highway efficiency and safety.

4. Visibility splays of not less than 2.4m x 43m shall be provided, and thereafter maintained, in

both directions from the new access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway. Construction work shall not commence until the applicant has demonstrated that the required visibility splays can be achieved by means of detailed scaled drawings showing the new access arrangements and visibility splays, to be submitted to and subsequently agreed in writing by the Local Planning Authority.

Reason: In the interest of highway safety and free and safe flow of traffic.

5. Within 3 months of opening of the multi-storey car park off Kings Road the temporary car park access shall be permanently closed and the footway / highway verge reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority,

Reason: In the interests of highway safety and amenity.

I should be grateful if you would arrange for the following notes to the applicant to be appended to any consent issued by your council:-

INFORMATIVES:

1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:-

<https://www.hertfordshire.gov.uk/droppedkerbs/>

2. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

3. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

Section 278 or Section 184 Agreement All works within the highway boundary (including alterations to the footway, creation and subsequent reinstatement of the temporary vehicular access) will need to be secured and approved via an appropriate highways works agreement, either a S278 or S184 agreement.

Description of the proposed scheme This proposal is for the temporary change of use of land to car park providing 90 spaces including 6 disabled spaces. This is required to discharge condition 15i of planning permission 4/00122/16/MFA which allowed construction of 8 half-storey car park with associated work to provide 312 spaces + 15 disabled spaces at Lower

Kings Road.

The temporary car park is required by condition 15i. The whole condition stipulates that:

Construction of the development hereby approved shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of: a. Construction vehicle numbers, type, routing; b. Traffic management requirements; c. Construction and storage compounds (including areas designated for car parking); d. Siting and details of wheel washing facilities; e. Cleaning of site entrances, site tracks and the adjacent public highway; f. Timing of construction activities to avoid school pick-up/drop-off times; g. Provision of sufficient on-site parking prior to commencement of construction activities; h. Post construction restoration/reinstatement of the working areas and temporary access to the public highway; and, i. Accommodation of the displaced parking as a consequence of the temporary closure of the car park through the duration of construction works.

The 90-space car park would be in the grounds of the Moor Recreation Ground on the northern edge of Berkhamsted town centre and would take the form of plastic or other artificial mesh placed on the grass. It would be surrounded by security fencing and access the highway network via a temporary access off Mill Street. No duration is given for the car park. This will be required by the highway authority.

This scheme was subject to discussions with the highway authority at the preapplication stage.

Site Description The proposed car park would be built in the Moor Recreation Ground, north of Berkhamsted town centre. The site is bordered by Mill Street to the east, the Grand Union Canal to the north with River Bulbourne and Berkhamsted School to the south. Opposite the site on Mill Street is the Chadwick Centre art and design building of Berkhamsted School.

Analysis The applicant has provided a Transport Statement (TS) for review as part of the application package. This describes a very detailed modelling exercise based on the Transport Assessment for the multistory car park to assess the likely impacts of the temporary car park.

Trip Generation and Junction Assessment The predicted movements from the new car park are 5 and 1 out in the morning rush hour, 33 in and 50 out in the evening and 58 in and 83 out in the busiest hour (12:45 – 13:45) on a Saturday. These figures were added to flows on the surrounding roads and then fed into computer models of these junctions: Proposed Site Access / Mill Street, Castle Street / Mill Street, Lower Kings Road / Castle Street, High Street / Castle Street and High Street / Water Lane. Junction performance was assessed by predicted RFC (Ratio of Flow to Capacity) and queue lengths. RFC values below 0.85 are usually taken to be acceptable. The maximum value predicted in association with the temporary car park was 0.36 at the junction High Street with Castle Street. The maximum queue lengths predicted are one vehicle.

Road Safety Paragraphs 2.21 to 2.23 in the TS describe an examination of data held by HCC on collisions resulting in injury in the vicinity of the site. I agree with the conclusion that the low incident of collisions in the area and the low level of severity of injuries indicates that the road network operates relatively well with no significant driver behaviour or junction design issues which require further investigation and review.

Vehicle Layout Vehicle Access The TS states that access would be via a crossover facility. Given the size of the car park it is recommended that this is fully kerbed access bellmouth. This would need to be fully reinstated once the car park is closed.

All works carried out within the highway boundary will be subject to either a legal agreement under Section 184 or Section 278 of the Highways Act, whichever is most appropriate.

Pedestrian Access The TS states that it is proposed that the car parking facility would be accessible to pedestrians from Mill Street only. The justification given is that for security the perimeter of the car park would be fenced off with no secondary access routes from within the Recreation Ground. Since the car park is temporary replacement for the one at Waitrose I recommend that this position is reviewed since the pedestrians desire line would appear to be via the park, towpath and steps up to Lower Kings Road at the SW corner of the road bridge over the canal.

Cycle Parking Provisions None are to be provided give the development's purpose as remote car parking. Cyclists will want to leave thro bicycles near their trip end points.

Construction A 2-page information sheet on CellPave 'anchored ground reinforcement' was provided for consultees on the DBC website. Presumably this is the material proposed to surface the car park.

The primary concern of the highway authority during construction is the safe and free flow of road users nearby. This means that traffic and pedestrians should continue to be able to use Mill Street with hindrance from construction-related traffic. Stringent efforts should be made to prevent mud from the site being spread on the road and pavement.

Planning Obligations/ Community Infrastructure Levy (CIL) Dacorum Borough Council has adopted the Community Infrastructure Levy (CIL) and therefore contributions would be sought by CIL. No S106 contributions would be required by the highway authority.

Conclusion Hertfordshire County Council (HCC) have reviewed the information provided and consider that proposed development would not likely have a detrimental impact on the safety and operation of the highway network. On this basis, HCC does not wish to raise an objection, subject to the imposition of suitable conditions and informatives.

Recommendations Given its purpose as a replacement for the parking adjacent to the Waitrose supermarket, the developer and Waitrose store management should provide robust arrangements for managing abandoned supermarket trollies used by shoppers to transfer goods back to the car park.

The promoter is recommended to work with the town, borough and county councils to provide information and signage to ensure as smooth as possible transition from the existing to temporary car park as possible.

Comments on the Transport Assessment • The A41 is no longer a trunk road. It is now under HCC control. • Berkhamsted High Street is the A4251 which is a Principal Road. It is not part of the Primary Road Network. • The canal that runs through Berkhamsted is the Grand Union, not the Regents.

Berkhamsted Town Council

No Objection

No objection subject to the following conditions being included in any permission granted:

1. The site must be reinstated as green open space as soon as the project to build the multi storey car park is complete. Reinstatement must include soft landscaping such as levelling, applying extra top soil and reseeding as required.
2. A minimum of four replacement trees must be planted to compensate for tree removal at the access point.
3. The exit route via Mill Street to Castle Street should be one way to avoid congestion, or alternatively temporary traffic lights could be installed.
4. The amendments to waiting and loading times already agreed for Lower Kings Road should be implemented as a matter of urgency.
5. The reduction to the maximum parking time at Water Lane car park and the amendments to

long term arrangements at St John's Well car park to allow more short term parking, should be implemented as a matter of urgency.

Finally, the Town Council would draw DBC's attention to comments made in WYG in para 6.1.5 of the Design and Access Statement as follows:

"The Open Space Strategy sets out that Berkhamsted has a population of 19,000 and a total 67.9 hectares of open space. Saved Policy 73 requires the provision of leisure space at a minimum of 2.8 hectares per 1,000 population. Using this ratio Berkhamsted has 3.57 hectares of open space per 1,000 population. As such, Berkhamsted contains sufficient open space for its population."

The above statement is incorrect and should be amended. The Dacorum Open Space Study dated September 2007 states that Berkhamsted has a deficiency of 16.75 ha of leisure space and has the largest shortfall in the Borough

Woodland Trust

The Woodland Trust always favours retaining healthy mature trees on account of the benefits that they deliver for people and the environment. They offer immense benefits from filtering our air, to helping with flooding and providing a home to wildlife.

As such, the Trust asks that the applicants consider the retention of T2, a local notable horse chestnut tree which is set to be felled to facilitate this application, in line with the relevant policies of Dacorum Borough Council's Adopted Core Strategy (CS25, CS26 and CS12).

Strategic Planning

Ideally, we would want to avoid this type of development on Open Land (Policy CS4 and saved Policy 116). Furthermore, it is likely that such a use would prove to be visually intrusive/damaging to the character of the open land (and GUC) and would result in the loss of some informal leisure space (albeit other alternative provision is located close by).

However, we consider that a pragmatic approach should be taken to this application. We would acknowledge that options for alternative sites are likely to be limited. We note this is for a temporary period only (not specified) and would not result in any built development as such (the use being potentially reversible). Fundamentally, it would also allow for temporary replacement car parking (90 spaces) during the construction phase of the new Lower Kings Road multi-storey car park (4/00122/16/MFA). This new car park is important as it would provide for extra capacity parking in the town centre (given existing pressure on spaces) and partly future-proof it given the need for some level of additional growth in the town under the emerging Local Plan.

Given the above, the main concern is that measures should be put in place to protect/minimise damage to the Open Land / recreational ground over this temporary period.

Unfortunately, there is no up to date information on the open space standards in Berkhamsted since these were last assessed in 2008 under the (then) Open Space Study (<http://www.dacorum.gov.uk/docs/default-source/planning-development/final-version-of-open-space-studyv3.pdf?Status=Master&sfvrsn=0>). At that time the report made clear that there were shortfalls in quantity and types of open spaces (section 10.2):

Berkhamsted has a range of open spaces with a total area of 143.533 ha which equates to 7.663 ha per 1000 population. It is deficient of 16.75 hectares of leisure space when compared to the 2.8 hectares per thousand people standard in the Local Plan.

However, the position is not as clear cut as would appear and there are other factors that need to be borne in mind (section 4.5):

Although Berkhamsted is deficient in leisure space especially parks and gardens and public sports facilities, it does have high levels of school sport facilities and natural green spaces. The natural green spaces such as the Castle does provide some opportunity for informal leisure activity but more formal leisure space is required. There may be potential for some further use of school facilities through dual use arrangements within the area.

It should also be noted that the levels of leisure space were calculated against the previous National Playing Fields Association (NPFA) standards. We understand that new standards are now being recommended for authorities (the Fields in Trust standard) (<http://www.fieldsintrust.org/guidance>) and these may give rise to a different position on open space should they be applied locally.

Generally, we would not expect there to have been any real improvements in the standard since 2008. Very little in the way of substantial new play space has come forward in the town and the population will have increased in the interim (increasing the relative deficit further still). Therefore, we would conclude that any additional loss (albeit temporary) will only worsen this overall position. While not a desirable position to be in, we consider that there are other factors to balance against the loss (as set out above). We note that the agents have made their own calculations in the DAS (para. 6.15) which concluded that there was sufficient open space for its population. However, we do not consider that they have assessed the levels on a like-for-like basis given that not all open space qualifies as leisure space for the purposes of the NPFA standards.

In addition and for information, we have commissioned consultants KKP to review a number of studies including the Open Space Study. They will be able to provide an up to date assessment of the quality and quantity of open space (and measure these against appropriate standards). Regrettably, the study is unlikely to be available until early in the new year.

Appendix B

Neighbour notification/site notice responses

Objections

Address	Comments
1 PRIORY GARDENS, BERKHAMSTE D,, HP4 2DR	While I appreciate parking space is limited in Berkhamsted, so are the number of open green spaces. The Moor is one of the largest areas in the town for children to run around and explore and my toddler son and I spend time there almost every day. To convert much needed leisure space to parking, however temporary, does not seem to be a sensible solution.
40 CASTLE STREET, BERKHAMSTED,, , HP4 2DW	My comment relates both to this temporary scheme and the planning permission 4/00122/16/MFA. I am concerned about traffic passing through Mill Street outside my house, at the junction with Castle Street. Council/Highways installed protective bollards outside my house after a series of partial demolitions of my pavement, caused by heavy lorries. On rebuilding, I sacrificed the border of the pavement to enable bollards to be built, and since repaired twice after damage by

	<p>passing traffic. The biggest problem is HGVs squeezing down the road in spite of the warning signs. The situation is likely to be made worse with more traffic arising from the additional car parking space. Also, parents dropping off and collecting from the School in Mill St add substantially to the traffic. What solution do you propose to alleviate the traffic congestion and risk to my property, and I suppose to numerous pedestrians on Castle St crossing Mill St including mothers and young children at peak times.</p>
<p>1 UNION COURT,BEDFORD STREET,BERKHAMSTED,,HP4 2ED</p>	<p>This green space is hugely important for recreation. I cannot believe that a) using this space as a car park wouldn't damage it and that b) it would return to a green space afterwards (without any delay, if at all). As a flat dweller this is one of the few spaces I have to use with my child. I also see it used massively by other families, dog walkers and individuals alike.</p>
<p>47 LEVERSTOCK GREEN ROAD,HEMEL HEMPSTEAD,,HP2 4HH</p>	<p>Mill Street is not wide enough to take extra traffic. It is single track in places and will cause congestion on the bridge and junction with Station Road and Castle Street. Also this park is used by many people for daily recreational purposes. It would be an accident waiting to happen.</p>
<p>30 Castle Street,Berkhamsted,Hertfordshire,,HP4 2DW</p>	<p>I've been reading the planning documentation in relation to the proposed temporary car park on Mill Street in Berkhamsted (4/01821/18/FUL). I am concerned that the proposed access/egress routes to the car park do not adequately take into account the road conditions on the approach to the junction between Mill Street and Castle Street.</p> <p>It is proposed that there be two-way traffic between Castle Street and Mill Street to give access to the temporary car park, however the road width on Mill Street nearby the junction with Castle Street does not allow for two cars to pass. I've attached a screenshot from Google maps with the area I refer to highlighted in red. This problem is exacerbated by the obstructed line-of-sight when approaching this area from the south on Mill Street - it is impossible to see if there is traffic approaching from the other direction until you round the corner to approach the junction with Castle Street.</p> <p>At present this issue only causes problems at peak times (school drop off and pick up) during which vehicles queue to turn right into Mill Street from Castle Street, often backing up to the junction between Castle Street and Lower Kings Road/Station Road. With the installation of the temporary car park and the introduction of the proposed no-right-turn when exiting the temporary car park onto Mill Street, these problems will inevitably be more frequent.</p> <p>I am also concerned about the effect this will have on the pedestrian footway that crossed the junction between Mill Street and Castle Street. The crossing here already suffers from limited visibility and increased traffic here will make that crossing increasingly dangerous.</p> <p>I propose that as part of this scheme Mill Street becomes a temporary one-way street with traffic only able to move from south to north. Traffic wishing to enter Mill Street should do so via Water Lane to create a unified traffic flow. This would mitigate the problems of traffic queueing on Castle Street, remove the prospect of traffic collisions on Mill Street and make the pedestrian footway crossing on the Mill Street/Castle</p>

	Street junction far safer.
28 Highfield Road, Berkhamsted, Hertfordshire, HP4 2DD	<p>I'm contacting you because it has recently come to my attention that Moor Recreation Park in Berkhamsted is under consideration for conversion into a temporary car park. I strongly oppose the conversion.</p> <p>The space is a busy, valued recreation space, used heavily by the local community, myself included. The space itself offers a very unique set up, where the park and grass area is accessible to families with small children, who can at the same time enable their dogs to exercise. No other recreation park in the centre of Berkhamsted, or conventionally walkable, offers the same facilities where you can do both. I myself use this space for just this.</p> <p>The space is also regularly used by fitness trainers, conducting public exercise classes and personal training sessions. These are very popular sessions, because of the proximity to the station, which offers convenience to customers and the passing trade to the businesses. Without access to this park, these services would need to relocate. The only park on near proximity to this location would be on the other side of town. This would impact convenience and passing trade, severely impacting the success of the businesses.</p> <p>As such I think it's an injustice to the local community and business that rely on this facility, and would like the council to reconsider its position.</p>
2 CHAPEL STREET, BERKHAMSTED,, HP4 2EA	<p>2 points against this proposal:</p> <p>1. I appreciate the parking problem in Berkhamsted entirely. Living on Chapel St, I frequently have to park 3 streets from my home, which with a newborn baby doesn't make life easy. However there are often spaces in Waitrose car park demonstrating that more PAID parking isn't the issue; FREE parking is.</p> <p>2. Moreover I confess a very personal objection to the temporary car park in that the park is one I visit daily with my baby for a walk and fresh air while encouraging him to nap, walking through the park and up the canal in a loop. Without this rare green space we will lose this enjoyable daily loop, and there is no alternative space that offers this. In addition there are many others who enjoy the park in the same way - I often see other families enjoying this most central green space which will stop being an option.</p>
5 MANOR STREET, BERKHAMSTED,, HP4 2BN	<p>I strongly object to the loss of one of Berkhamsted's most well used park facilities, on the basis that once precedent is set for its use as a temporary car park the cost of reverting it to its original use may not be honoured.</p> <p>The park is the first sight of the town when you arrive from the train station, so for commuters and visitors stepping off the train, the impression of Berkhamsted as a peaceful and beautiful place to be will be greatly impacted. It is used every day by mums and babies, dog owners and is a sanctuary for</p>

	<p>many of the birds on the canal. The small space of green and calm simply must be protected.</p> <p>What's more, the pay and display car park on Lower Kings Road isn't often full as it is, so I question the need for so much additional capacity while it's being developed.</p>
<p>43 CASTLE STREET, BERKHAMSTED,, HP4 2DW</p>	<p>The use of the Moor as a temporary carpark is both unnecessary and dangerous. Mill Street is incredibly dangerous at peak school drop off times and is a thoroughfare for school children crossing from the science block back to the main school quad. I have already witnessed a number of collisions between cars on the tight single lane bend into Castle Street and no amount of traffic management can make this an acceptably safe option.</p> <p>There is a high risk that this sets a precedent for the use of the land and I am highly sceptical that it will be returned to its current state.</p> <p>This is one of the few open park areas in Berkhamsted and a vibrant centre to the town where people exercise, walk their dogs and rest with their children. The Council is proposing to mix cars and an unfenced children's playground and remove one of Berkhamsted's prime recreational areas.</p> <p>Why is the use of one of the fields opposite Hall Park not considered. It is on the edge of town and has good access</p>
<p>6 Covert Close, Northchurch, Berkhamsted, Hertfordshire, HP4 3SR</p>	<p>I have read with astonishment about the council's plan to place cars on the beautiful Berkhamsted green space known as the Moor.</p> <p>The progressive sacrifice of living and recreational space to the tyranny of the car will, in reality, simply bring more cars into town, further overloading our infrastructure and leading to more traffic jams which, in turn, will lead to further destruction of our beautiful town as a viable living-space.</p> <p>The objective difficulties posed by this plan include safety, the unsatisfactory access from Mill Street and yet more pollution. It is high time that our Council represented our interests by reducing the dominance of cars in our town and improving alternative forms of access.</p> <p>What is to be done for the many who use the Moor for sport and family leisure - or is this to be sacrificed on the altar of the car?</p> <p>I am unmoved by the response that 'this will be a temporary measure'. The destruction of long-established trees is irreversible.</p> <p>Rather than leading to an improvement of amenity this is, rather, another capitulation to the insatiable needs of the motor car and the pollution that it brings to our town.</p> <p>My position is far from being 'conservative' or 'reactionary' or naive. Progressive towns and their councils have already</p>

	<p>rejected the tyranny of cars and their drivers. It is high time that Dacorum and Berkhamsted councils showed the imagination needed to bring their policy approach on this matter up to date.</p>
<p>21 Cross Oak Road, Berkhamsted, Hertfordshire, HP4 3EJ</p>	<p>I'm writing to express my concerns at the proposal to turn The Moor into a temporary car park so that a multi-storey car park can be built elsewhere in the town. I understand that the Borough Council considers this proposal on 6th September and I should be grateful if my objections can be brought to the attention of the Planning Committee. My concerns are as follows:</p> <p>Safety - it's right next to a busy school, at which my son is a pupil</p> <p>Access from Mill Street is very limited, and the proposal will likely add to the existing traffic congestion within the town, thereby further increasing pollution levels</p> <p>Environment - I understand the proposal will involve the cutting down of two ancient and beautiful trees, and it will mean the loss of a precious green space where the people of the town can relax, play and walk our dogs.</p> <p>I believe this proposal demonstrates a lack of vision and concern for the welfare of residents. Quite simply, we need fewer cars coming into the town, not more, and we should be thinking of ways to reduce traffic into the town.</p>
<p>42 Castle Street, Berkhamsted, Hertfordshire, HP4 2DW</p>	<p>There are very few Green Spaces for recreation in the open air. The Moor is used by children playing, by people for working, doing exercises, having picnics, walking their dogs or just sitting and lying on the grass.</p> <p>There are lovely trees, geese and ducks and other birds. All these users will be affected by motor traffic, cars and petrol fumes.</p>
<p>22 UPPER HALL PARK, BERKHAMSTED, HP4 2NP</p>	<p>I object to the loss of this much valued and well-used recreational calm and peaceful open space in Berkhamsted and call on the Council to pause and review the plan with further consultation with local residents as there has not yet been sufficient consideration of alternative options. Use of the Moor for car parking will increase congestion and air pollution in the area. Sharing the space with a children's play area presents safety risks for pedestrians. Children's developing lungs are particularly vulnerable to the health impacts of air pollution, there is also now evidence associating air pollution with loss of brain function in older people. To allow access it is proposed to cut down two large, beautiful trees causing long-lasting damage to the visual amenity of the space, harm to wildlife, and the release of carbon. The whole space of the Moor is well-used by walkers, mothers and children, for exercising dogs, fitness classes, as well as the only site in the town which is used for a fun fair, and is home to several Canada goose families. It is a scandalous waste of council taxpayers money to spend £100,000 on this, on top of £5 million for the awful Lower Kings Road multi-storey, when that money could be used to reduce the need for car use and car parking in the town through investment in public transport and other solutions.</p>
<p>32 EGERTON</p>	<p>This is too close to a school, Access is inadequate.</p>

ROAD,BERKHAMSTED,,,HP4 1DU	<p>Loss of a civic amenity. Threat to wildlife in the area. . This will add to the already high levels of air pollution.</p>
36 CASTLE STREET,BERKHAMSTED,,,HP4 2DW	<p>Firstly the use of leisure land as a car park is not appropriate. The Moor is valuable green space, used for exercising, dog walking and children, and is especially important in winter months when local access is needed. Berkhamsted already has very limited green space for local residents, with many houses lacking a garden of their own.</p> <p>Second the location is only going to add to the on going traffic problems in the area. Has a traffic survey been survey been conducted to understand the impact? The close proximity to the Berkhamsted school, with coaches running down Castle Street twice a day, and the restricted road width of Mill street make The Moor location very difficult to access by car. Will the council be making Mill Street one-way? My concern is that there will be air pollution from idling cars on Castle Street.</p> <p>Also, I am very saddened to hear that a mature horse chestnut tree will be destroyed for the temporary car park. Mature trees provide a diverse habitat for wildlife and although there are plans to replace this with smaller trees, this is not equivalent in terms of carbon dioxide filtration and habitat to support to invertebrates.</p> <p>Lastly, I call upon the council to ask for a completion date for when The Moor will be returned to a green space and to ensure it is returned to its original state with grass covering.</p> <p>I hope these points will be considered in your decision making.</p>
71 High Street,Berkhamsted,Hertfordshire,,,HP4 2DE	<p>I am writing to you to voice my objection to your plans to turn the Moor in Berkhamsted into a temporary car park during the construction of the new (unnecessary) car park, for the following reasons:</p> <ul style="list-style-type: none"> - The land is a beautiful green space where people and families can relax and the environment of Berkhamsted. Green space has positive mental health benefits and encourages people to be more active and healthy. Air pollution is an increasing problem – cutting down trees to make more space for cars seems outmoded at best. At worst it will directly contribute to poorer health of Berko citizens. - Berkhamsted is already overrun with cars – it would be far better to put extra thought as to car alternatives to keep our town pedestrian friendly. The bus services are terrible unless you live on the High St, and even then they stop running in the early evening. Why are the council not putting more thought into this and cycle lanes (cycling seems to be very popular in Berko!)? If you give people pleasant, convenient and affordable alternatives they will actually use them. - It is a slippery slope – once it is turned into a car park will it really be converted back into green space? - Car access to the Moor is fairly terrible, with narrow

	<p>spaces and next to a busy school. This will increase the already high levels of traffic congestion in Berko and present safety risks to children.</p> <p>I hope you will decide against these plans, and find an alternative one which encourages heavy car users to switch to more active and less polluting means of travelling into the centre. The idea of building the new car park is a terrible one anyway, as in this day and age we should be discouraging unnecessary car use, not facilitating it.</p>
<p>44 CASTLE STREET, BERKHAMSTED,, HP4 2DW</p>	<p>I am writing to object to this planning application for the following reasons. I live directly opposite the Moor so will be directly impacted. My reasons are:</p> <ol style="list-style-type: none"> 1. Mill Street is already dangerous and overcrowded at certain times creating danger for pedestrians and other road users - including my family. The top of Mill Street near the canal is only wide enough for 1 car (despite it being a 2 way street) and I can't imagine this being adequate if the Moor is turned into a temporary car park. It will just lead to congestion spilling into Castle Street and the other way into the Tesco Car Park. 2. This will seriously impact the privacy of the homes that overlook the Moor and create a serious loss of Privacy. It may also pose a threat to these premises. 2 houses on Castle Street have private parking on Mill Street (44 and 43 Castle Street) and there are already issues with people using these spaces. If a car park is placed on the Moor then this will only become worse. Therefore I object on adequacy of Parking. 3. There will be a serious issue with everyday noise and disturbance if there are c90 car parking spaces on the Moor. I can only imagine the impact to mine, and my neighbours daily lives, if this planning app goes ahead. I would urge the planning officers to imagine this car park was being built just 3 metres from their family homes. Thus, I object to Noise and Disturbance from use. 4. At the moment the houses overlooking the Moor have a pleasant Vista - if a car park was placed there then there would be an extremely detrimental Visual Intrusion! 5. Finally, I object on the grounds that Green Spaces and parks for family use are extremely limited in Berkhamsted and I observe several families that enjoy the Moor every day. Turning the Moor into a car park is incomprehensible. <p>There are other solutions. Car Parking in Berkhamsted is under the most pressure at weekends. The railway car park is least used at the weekends. Strike a deal with the railway to open up the railway car park at weekends at normal car parking rates???</p> <p>What about a park and ride??</p>
<p>9 Chestnut Drive, Berkhamsted, Hertfordshire,, HP4 2JL</p>	<p>I am an independent arboricultural consultant. I am a chartered arboriculturist (through the Royal Institute of</p>

Chartered Foresters) and am a professional member of the Royal Institute of Chartered Surveyors. I am a Registered Consultant of the Arboricultural Association.

I write to you as a resident of Berkhamsted with a personal interest in the scheme. I have not been instructed by a third party and am not acting on behalf of any other person or organisation.

I have seen the Arboricultural Report prepared by Christopher Wright of Tim Moya Associates dated August 2018. I have also seen the design and Access Statement prepared by WYG.

My concern relates specifically to the mature horse chestnut tree proposed for removal (T2 of the survey). This is a very large tree with high visual amenity value. I looked at the tree this morning and disagree with the assessment by the author of the report that it is of low quality (it has been graded in the report as Category C under BS5837:2012).

The tree T2 has a reported stem diameter of 1340mm. This is very large for the species and indicates that it is an old tree. Using the John White method for ageing trees (Estimating the Age of Large and veteran Trees in Britain - Forestry Commission Information Note) this indicates that the tree has an age of 247 years, i.e. originating from 1771 (based on average site, garden, parkland growing conditions). I have attached the FC note to this.

The tree T2 is large enough to qualify as a Veteran Tree; however it does not have sufficient additional features to qualify with that status. However when assessed against criteria set out in the Ancient Tree Forum / Woodland Trust publication 'Ancient and other Veteran Trees - Further guidance on management' (Lonsdale 2013), the tree can be described as 'notable'.

T2 is structurally sound and I saw no defects which could foreseeably shorten its life expectancy. The report appears to make a case that because it has been pruned within the past five years it will require pruning again in the future to manage the re-growth, and as a consequence its removal can be justified. I accept that future repeat pruning is likely to be necessary, but do not share the view that because of this it gives the tree a short life expectancy such that its grade should be downgraded to Category C and its removal justified. Particularly given the prominent nature of the tree, I would grade it as a high Category B specimen.

T2 is quite substantially the largest (and highest quality) tree along the Mill Street boundary and is dominant over the other trees. Its removal would leave those either side of it one-sided and exposed, particularly T1 and T3.

I have not seen amongst the documents associated with this

	<p>application full justification as to why the access must be placed in the location proposed. I do not understand why it could not be positioned to the west of the tree T4. If necessary, the loss of T4 would be substantially preferable to the loss of T2 with this being a poor quality, suppressed specimen.</p> <p>The application is for a temporary access only and I do not consider that the loss of T2 is justified for a development of this nature. Consequently I consider that the proposal is contrary to Policy CS12 of the 2013 Core Strategy, and Policy 99 of the saved policies from the 1991 - 2011 Local Plan.</p> <p>The proposal is for the construction of a temporary parking area which shall be constructed above ground level using no-dig techniques. I consider it likely that there will be engineering solutions to providing a temporary cross-over without the required loss of T2. An example of this might be the use of steel plate mounted on screw piles to minimise excavation required to raise up to the new temporary parking base.</p> <p>I note that the regenerating ash stump T5 is also proposed for removal. I see no requirement for this given that the parking bays do not extend over it, and that the surface is to be constructed using no-dig techniques.</p>
<p>6 Bridgewater Road, Berkhamsted, Hertfordshire, HP4 1HN</p>	<p>I hope I'm not too late for my comments to be included in your consideration of the above application and for my objection to it to be registered.</p> <p>Due to school holidays and other commitments, I've struggled to spend as much time on this as I would have liked. In order not to miss your deadline, I have simply summarised my objections below. If I can find the time in the next couple of days I will also submit a more detailed objection on behalf of Transition Town Berkhamsted.</p> <p>Reasons for objecting:</p> <ul style="list-style-type: none"> · We have precious little open green space in Berkhamsted - covering a significant area of it with hard standing and cars for a protracted period will be quite a significant loss of amenity for the community · The proposed area of parking is adjacent to a children's play park and open space where children play and frequent. My concerns over this are three fold: first of all, the loss of amenity, specifically for this vulnerable group; secondly, the increased potential for accident/collision by the introduction of cars into places where kids are used to playing; thirdly, the detriment caused to air quality by bringing cars into green space - especially when the areas are frequented by children who really don't need more pollutants, let alone in their play areas. In addition the proposed safety railing is wholly inadequate given the proximity to areas designed for children. · A number of community groups use the green spaces for sports and other active purposes eg gym classes,

	<p>brownie/cub activities etc</p> <ul style="list-style-type: none"> · The detriment to the environment both visually and to plants and animals such as swans, geese etc for which it is habitat. Significantly, the proposed cutting down of trees on the Moor is a further blow given the loss of the existing mature trees in the current surface car park of lower kings road. · Overall, I think it sends a really bad message about our priorities as a town – we value the provision of parking above the active and healthy uses that the green spaces are usually put to <p>I think the MSCP is a completely misguided project and an almost criminal waste of public funds, but notwithstanding that, I think a different solution has to be found to the inconvenience caused to current users of the surface car park during its construction. Either the timetable has to shift or an alternative needs to be considered – how about a trial run of a frequent free/low cost bus for in town journeys?</p> <p>Lastly, I would also observe that during the closure period of the current car park last year when there were excavations, current users seemed to be able to make alternative arrangements without too much detriment to the town centre situation.</p>
<p>32 MEADOW ROAD, BERKHAMSTED, H P4 1DZ</p>	<p>I would like to state my clear objection to the proposal. More vehicle traffic in that area will result in increased vehicle pollution; the proximity of a children's play area is a great concern regarding both air pollution and safety; the surrounding streets are narrow and already congested with traffic, particularly around school drop off and pick up times; the parking provision isn't needed with an already existent (and often half empty) car park by the train station; the expense for the two is unjustified against any likely civic benefits; and finally the council should instead invest in more sustainable and environmentally responsible solutions for all (not just drivers) including better and more efficient public transport.</p>
<p>5 SWALLOWTAIL WALK, BERKHAMSTED, H P4 1TP</p>	<p>I am very concerned that the council are even wasting their time with this proposal. Berkhamsted does not have a parking problem. Even on Saturday afternoons, the busiest time there are always places to park.</p> <p>As for taking over this green space to allocate to some developer to allow them to build such a complete waste of parking spaces is beyond me.</p> <p>There are bigger parking issues in Berkhamsted, Bridgewater Road, Collegiate and Ashlyns drop off that cause bigger holdups than any issue with finding somewhere to park.</p> <p>As a Berkhamsted resident for 14 years I find this proposal out of scale in relation to the town.</p> <p>Douglas Carr</p>
<p>1 GEORGE STREET, BERKHAMSTED, H</p>	<p>Mill Street is not designed to take the extra traffic. It will create chaos at the junction with the Castle Street road bridge and</p>

,HP4 2EG	cause tailbacks to Station Road. The Moor itself is valued green space in an urban town which is in constant use by families and enjoyed by many who visit to take in the sights and wildlife on the canal. The re-instatement of the green area will take a generation to recover. We are pensioners and take joy in visiting The Moor and enjoying the tranquil area. This will be ruined by the proposal.
3 GEORGE STREET, BERKHAMSTED,, HP4 2EG	<p>Object on the grounds of removal of trees that would in any other situation have preservation orders.</p> <p>Loss of community space and wildlife to benefit a project unsupported by residents.</p> <p>Adverse pollution close to childrens' play area.</p> <p>shameful development in both cases by a short sighted council</p>
129 High Street, Fortuneswell, Portland,, DT5 1JH	I no longer live in the area but still stay with family here. My mother is elderly and has expressed the same views as me on this. The Moor has played a significant role in our enjoyment of this part of town since moving here more than half a century ago. It is one of the historical assets of the town. Loss of the mature trees to create access is not temporary as they will not be restored within our lifetimes. The effect on wildlife is unknown. The increased traffic will cause an increase in pollution and noise. The entrance to the proposed car park is in an area where bottlenecks already occur. I object and ask the planners to see sense and turn this proposal down.
9A THE HALL WALK, LONDON ROAD, BERKHAMSTED,, HP4 2BU	This is a awful idea. Part of the reason that berkhamsted maintains its high house prices and that it is seen as one of hertfordshires best towns to live in is because of its green open spaces and its highstreet. Berkhamsted went through a time of awful town planning which left us with many ugly 1960 buildings, but luckily that stopped. if we started turning the open green spaces that are used and admired by all in to car parks then slowly berkhamsted will become a less desirable place to visit. You may find a parking space easy enough but there is nothing worth visiting... who has come up with this idea i dont know.. to turn an open grass area like the moore in to a car park is beyond belief..... why dont we just turn ashridge wood in to a huge car park and golf course whilst we are at it. Surely permit parking would be a more sensible option. the train station has hundred of spaces but naturally without permit parking, many of the roads are used for commuter parking. To do anything that takes away from the beauty of the canal is a very short sighted resoultion. It may able a few extra cars to be parked but it would be a eye sore and berkhamsted would be one step closer to being just another ugly town.
12 BOURNE ROAD, BERKHAMSTED,, HP4 3JU	This will ruin this part of the town! Do not build another car park here!
23 EMPEROR CLOSE, BERKHAMSTED,, HP4 1TD	The first I've heard of this proposal has been today, by chance, by seeing a post of Facebook. I find it disappointing that residence of Berkhamsted haven't been made aware of this proposed destruction of green space.

	<p>I strongly object to this project.</p> <p>There are already 5 car parks within half a mile of the proposed location. By creating more parking spaces you will be encouraging more people to drive into the center of Berkhamsted. This will result in an increase to the already heavy congestion, pollution and destruction of valuable green space. It is also my opinion that the road is unsuitable for a heavy traffic flow.</p> <p>Instead of encouraging people to drive Dacorum should be looking to improve its public transport, cycle highways and other options to provide alternatives to travel within Berkhamsted and the rest of Dacorum.</p> <p>If this car park is built it will very quickly be full as more people see the option of driving into town and then the council will be faced with the same predicament of finding yet another new space to build yet another new car park. Instead you should be looking for long term solutions to foot and vehicle traffic.</p>
<p>37 CASTLE STREET, BERKHAMSTED,, HP4 2DW</p>	<p>I object to the use of the Moor for a car park for a number of reasons:</p> <ol style="list-style-type: none"> 1. Living on Castle Street, we already experience high levels of traffic especially around school times, with buses and also large lorry deliveries to the school. The junction with Mill Street is awkward to negotiate and there is often a backlog waiting to turn in and out. More cars there would result in higher levels of polluting stationary traffic. We should be working hard to reduce cars and pollution levels, not encourage them to an area where there is a school and playground. Is the council aware of the recent studies conducted about the impact of traffic pollution on brain development and long term health? 2. Removal of trees - they may not have official protection orders but as others have commented they are old, large trees which support complex ecosystems that should not be removed. They are also far more effective at removing carbon dioxide than young saplings proposed to replace them. 3. The Moor itself is a valuable green space used by many in the town. It's a beautiful area that will be damaged and unusable for the period this car park is on there. What guarantees are in place about when it will be returned to a green space? 4. I think the timing of this application is cynical - to put it in as the school summer holidays start and have the deadline today meant many were unaware of this change. It has not been well publicised or sufficiently transparent to allow residents to consider it fully. 5. Planning strategy - the council should be working hard to

	<p>keep this town as lovely as it is and not allow these significant encroaches on the spaces that help make it a beautiful town. Trees, parks, clear spaces where you can see sky and rooflines all count towards this. It's so unimaginative not to value them. Parking has never proved a problem in the 12 years I've lived here. I've never struggled or even had to wait for a space. As a result I find the quest for more spaces difficult to comprehend.</p>
<p>ORCHARD HILL,CROSS OAK ROAD,BERKHAMSTED,,HP4 3JB</p>	<p>With the MSCP building works on Lower Kings Road, this temporary car park will add to congestion and pollution at the centre of Berkhamsted, There are only two bridges crossing the canal in the centre, both will be gridlocked by temporary car park traffic and build traffic.</p> <p>"37 vehicles will be displaced to other parking facilities nearby, where spare capacity is available" This seems to be a statement antithetical to the building of a MSCP in the first place.</p> <p>"The Transport Statement sets out that given the low number of vehicle trips associated with the proposed temporary car park, it is considered likely that the impact of the additional vehicles on the local road network would be minimal." Again, having just closed a car park and knowing there will be a large amount of build traffic on Lower Kings Road, how can you conclude there will be a low number of vehicle trips on the only other road with a bridge?</p> <p>Berkhamsted has a deficiency of 16.75 ha of leisure space and has the largest shortfall in the Borough - the planning application does not acknowledge this, stating "Berkhamsted contains sufficient open space for its population."</p>
<p>27 CONNAUGHT GARDENS,BERKHAMSTE D,,HP4 1SF</p>	<p>The moor is a valuable green space enjoyed by many local Berkhamsted residents including my own young family. If a car park even if temporary is built it will cause damage to the area that may never be fixed properly especially if trees are cut down.</p> <p>I request that this application is rejected.</p>
<p>29 DARRS LANE,NORTHCHURCH,BE RKHAMSTED,,HP4 3RJ</p>	<p>This is a terrible abuse of an important green space. The crazy multi-storey car park scheme should be scrapped. It is an expensive white elephant which will never pay for itself and will not be required.</p> <p>Car ownership is predicted to fall by 30% over the next 15 years as private cars are replaced by self-driving Uber type vehicles called by an app. These will not need to park in town. They will just need a pick-up and drop-off area.</p>
<p>2 CASTLE HILL COURT,CASTLE HILL,BERKHAMSTED,,HP 4 1JU</p>	<p>This strikes me as an extremely short sighted project, and I would be interested to understand exactly how this is intended to be a temporary project? Can we get further guidance regarding the materials to be used (including the "no-dig temporary surface" in such a project, and how these will be removed after the temporary period is over, and the previous</p>

	<p>space will be returned to its original state? This also stands in regards to the use of liquid or dry cement products. A public administration project such as this has to take into account the lifecycle of the project, and unfortunately the project managers appear not to have done so in this case.</p> <p>This is only further exacerbated when one actually takes the time to understand some of the ramifications of such a build, and how they directly run counter to the supposed aims of the council. Be this a dedication to green spaces, fostering physical activity among residents, making the community a safer place, ensuring a continued dedication to the cultural legacy of the location and ultimately ensuring that this remains a place that people want to live. I suggest you refer to your own "Local Plan" that highlights your desire to "keep the character of Dacorum", and "limit the impact on the countryside" when somehow attempting to justify this decision.</p> <p>Finally, this is about a more human level. One park may not seem like a lot to those making the decisions at this level, but in doing so they betray the reasons I'm sure they went into government and administration in the first place. It gets rid of the one place someone may have to exercise with their class, the safe environment to take the dog down the road for someone who otherwise might not leave the house much, the fisher who can sit by the field and enjoy a hot day, and the countless other people who pass it each day and consider how lucky they are to live in this community. Cost-benefit analyses shouldn't be used to answer every question, and this is one project that highlights that.</p> <p>Regards.</p>
<p>9 CANAL COURT, BERKHAMSTED,, HP4 2HA</p>	<p>Removes a well used open space which is enjoyed by many. Impractical to use as access is very poor - traffic will be a nightmare as already issues around the station. Destroys mature trees. All in all a poor solution.</p>
<p>68 Cross Oak Road, Berkhamsted, Hertfordshire,, HP4 3HZ</p>	<p>I wish to register my objections regarding the above planning application for 'temporary' car parking on The Moor in Berkhamsted.</p> <ul style="list-style-type: none"> a) The Moor is a learning/recreation area for schools and youth groups b) a recreation relaxing area for tourists and working townspeople c) for mums and children visiting the playground d) for canal boat users, visitors and those living in house boats e) for the traditional Fairs and outdoor events f) for cyclists and walkers on the public footpath g) for wildlife - squirrels, geese, swans and water birds, perching and song birds and bats h) mature trees <p>How do you propose to protect and reconcile these different users ' needs with a temporary car park? How do you propose to organise access to and from the car</p>

	<p>difficulties in walking who have moved to Berkhamsted centre precisely so that they can access all facilities on foot commuters travelling to the station on foot as per the new national plan for health and sustainability Sports and youth and childrens' leisure activities have ONLY Butts Meadow and Victory Road green spaces. Victory Road is severely restricted because of the traffic flow on the A41 and the danger of access to children accessing alone e.g.: from the estates around Stag Lane that have NO gardens. The increased traffic problems that the new car park and temporary will cause will totally prevent both those trying to access on foot or by car any of the amenities in the town centre. In all our major cities, especially in London but also in suburbs of Birmingham, in Nottingham, Manchester etc. planners understand that to PREVENT car access is the best way forward, both for local business and for the national health and well-being. Your current policy in Berkhamsted runs counter to all national guide lines. 9.41 is contradicted by your own tree experts. It is well known that to remove trees and natural environment can NOT be restored by replanting. Once habitats have gone they vanish for all time. To re-establish new environments takes much time and money and expertise which in the current state of Climate change we cannot afford.</p> <p>Where will the Fair and other youth activities be able to take place?</p> <p>Your self-contradictory document shows every sign of a panic re-action to the difficulties of building the large new car park. Why was this need and choice of a temporary car park NOT in the original plan?</p> <p>The legal accusation made at the time that not all the legal requirements had been thought through seems now to be proved correct.</p>
51 THE LAWNS,HEMEL HEMPSTEAD,,HP1 2TE	<p>This will only work if the Moor is left as it was found after its usage as a temporary car park. Cutting down environmentally important trees is not acceptable, they should not be touched. There's air pollution to consider, the safety of the kids playing in the park, and the poor access from Castle Street is an accident waiting to happen.</p> <p>There must be alternatives, ruining a beautiful open green Public space is not the answer.</p>
1 DELL ROAD,NORTHCHURCH,B ERKHAMSTED,,HP4 3SP	<p>The maturity of the affected trees means this is a complete non starter. This would be a regression in the character and scenic nature of the town we all love and wish to live in. What right do those responsible for this application have to ruin such a place.</p>
53 LOWER KINGS ROAD,BERKHAMSTED,,HP4 2AA	<p>Restriction of view for residence and moorings.</p> <p>Too near children's play area making it unsafe and unhealthy.</p> <p>Loss of recreational space enjoyed by so many local people.</p>

	<p>Disturbing wildlife and destroying trees</p> <p>Continuous traffic creating noise, pollution and traffic congestion.</p>
12 STATION ROAD, BERKHAMSTED,,, HP4 2EY	<p>Destruction of old trees, disruption to wildlife, traffic increase around an already busy area.</p> <p>All of this upheaval for a temporary Car park??</p> <p>The destruction of old trees is a disgrace!!!!</p>
4 CASTLE HILL CLOSE, BERKHAMSTED,,, HP4 1HR	<p>I fully and comprehensively object.</p> <p>This is a valuable and irreplaceable amenity that this proposal will irrevocably and detrimentally change. Berkhamsted's open spaces should be protected and not regarded as disposable.</p> <p>Come on local Councillors. It is time you listened carefully and acted on the behalf of people who live locally and will be most affected by this. If you have any doubt, take a walk in the Berkhamsted down to the Moor on a sunny day, appreciate its beauty and that many local people are enjoying it.</p>
KINGS ASH, 38 UPPER ASHLYNS ROAD, BERKHAMSTED,,, HP4 3BW	<p>Loss of old trees is a very sad affair. Loss of green space, when there is little anyway in what was once a pleasant market town. The area has small roads and becomes congested anyway.</p>
2 GAVESTON DRIVE, BERKHAMSTED,,, HP4 1JE	<p>Using the limited open space to provide parking completely unnecessary. The multi story car park is a white elephant. There is sufficient parking in this town most of the time. The problem isn't with parking it's with people not wanting to pay for parking. Lower Kings Road on Sunday is clogged with cars whose owners do not want to pay for the car park whilst the car park sits mostly empty. After 6pm, again, the car park will be empty and Lower Kings Road full because people don't want to walk a few extra steps. At peak times there may be an issue, but it is rare anyone leaves town without ever having managed to find a space.</p> <p>However, The Moor. This is supposed to be a temporary measure, how is removing trees temporary? Mill Street is not suited to the amount of traffic this "temporary" car park will bring so removing the trees will make no difference at all.</p> <p>You have made arrangements for cars. What arrangements have been made for the people who use that open space?</p>
41 Chaucer Close, Berkhamsted, Hertfordshire,,, HP4 3PP	<p>Are you completely insane and lacking in any decent judgement?</p> <p>Proposing cutting down trees that are thought to be over 250 years old for a TEMPORARY car park!!</p> <p>It is utter madness.</p> <p>Trees form a hugely valuable habitat for wildlife and are an intrinsic part of our natural environment. Those trees on the moor are very valuable to the local community and have been for hundreds of years.</p> <p>Please reconsider your decision to fell them.</p> <p>Our town is congested and polluted enough without adding</p>

	<p>this terrible proposed multistorey car park. You add insult to injury sighting the temporary car park on a well used green space in the centre of town without removing the trees that might have helped mitigate the effects of the excess carbon dioxide.</p> <p>Cutting down these trees will be a terrible irrevocable act of barbarism.</p>
<p>39 Bridgewater Road, Berkhamsted, Hertfordshire, HP4 1HP</p>	<p>I am emailing you to express my objection to felling trees on the moor to facilitate access to a temporary car park.</p> <p>If line of sight is the reason may i suggest Mill Street is temporarily made one way with single lane access between the trees and at the site of the bollards. This would also relieve congestion at the canal end of Mill Street.</p> <p>However it occurs to me that if a complete funfair can access the site without destruction of trees then surely private cars could also manage this for the temporary period.</p> <p>Please do not destroy our trees on the beautiful Moor for the sake of temporary car park access.</p>
<p>3 Anglefield Road, Berkhamsted, Hertfordshire, HP4 3JA</p>	<p>Don't fell the trees on Berkhamsted moor, they will never be replaced. The annual fair has never had problems even with all of their large pieces of equipment so cars should be ok.</p> <p>Try and think of a way around whatever regs are making you do, if there is a will there is a way, please have a will.</p>
<p>40 Castle Street, Berkhamsted, Hertfordshire, HP4 2DW</p>	<p>I am writing to protest against the felling of the trees on the moor. We live at 40 castle St and are directly affected by this, as our house looks straight onto the trees. I am also writing for who lives at No 42 Castle St - she is in her eighties and does not have access to the internet, but greatly values the trees which directly overlook, and shade her garden.</p> <p>It does not seem essential that these trees, one of which is 250 years old I understand, be destroyed for a few month's temporary car parks. They are of great visual benefit to local people and greatly enhance the view from the railway - entrance point to Berkhamsted for many commuters. The moor is greatly used by schoolchildren, dogwalkers, sunbathers, mothers and children using the playground, canal users.... all these people will lose by their destruction.</p> <p>The annual fairs get access to the moor each year with a different route, why is this not considered? it will not require tree demolition</p> <p>Please can you consider the impact on local users and reconsider the decision, looking for less damaging alternatives.</p>
<p>40 Castle</p>	<p>I have already commented but appeared as neutral. I am</p>

Street,Berkhamsted,Hertfordshire,,HP4 2DW	objecting
5 Ballinger court, Upper Ashlyns Road,,,,	Leave these trees alone. Your reasons are not good enough.Shame. find another solution.
RINGSSELL,GEORGE STREET,BERKHAMSTED,,HP4 2EW	You are proposing to fell ancient trees to set up a temporary car park so we can build a bigger car park we don't even really need. This is madness. The children's play area will be unusable for a year due to pollution. The area will not be returned to it's original state and the whole entrance to our town will be blighted for a generation.
6 New Street,Berkhamsted,Hertfordshire,,HP4 2EP	<p>I am writing to voice the strongest opposition to the removal of trees on the Moor in Berkhamsted to facilitate the implementation of the temporary car park.</p> <p>I would remind you that as leader of DBC your role should principally be as a custodian of the environment, preserving as much of it for future generations as possible.</p> <p>By authorising the removal of the trees, you are committing a gross and willful act of vandalism which defies any reasonable assessment.</p> <p>Bearing in mind the implementation of the Moor car park is purely TEMPORARY, the effect on wildlife and on the aesthetics of the area will be long lasting, and certainly irreversible within our lifetimes.</p> <p>At a time when council budgets are under great strain, I feel the unnecessary expenditure of removing the trees delivers NO VALUE to taxpayers, and therefore cannot be justified on any level.</p> <p>A better solution, and one which would make the removal of the trees completely unnecessary, would be to implement a one way system along Mill Street, thus delivering sufficient line of sight for cars turning in and out of the car park.</p> <p>In summary, I would suggest that you do what you were elected to do - namely to carry out the wishes of the majority of taxpayers and to preserve the environment - rather than bulldozing through short term, quick fixes to a problem which barely exists</p>
57 Egerton Road,Berkhamsted,Hertfordshire,,HP4 1DU	<p>I am protesting at the need to fell the trees on Berkhamsted Moor for the temporary car park.</p> <p>I think that it is very short sighted to get rid of hundred years old trees for such a reason.</p> <p>Every year there are fairs on the Moor and the lorries can make it onto the field without any problems.</p> <p>Please, please reconsider this decision and keep the trees.</p>
landscape,South Bank Road,Northchurch,Hertfordshire,HP4 1LL	I am a local resident, living in Southbank Road in Berkhamsted, and I have learned today of plans to fell a number of trees in the Moor in Berkhamsted. I want to note my concern at this proposal, and request that it be reconsidered.

	<p>I understand the proposal to fell the trees is in relation to the need to create a temporary car park. My concern is based on an obvious point: the proposed car park may be temporary, but the trees cannot be returned once the car park has been removed. My day job is as an Associate Professor of Sustainable Development at Ashridge Business School near Berkhamsted - the value of our local ecosystems to maintaining our way of life is now clearly established - it is reckless to remove established trees at a whim. I would urge you all to consider alternative means of establishing a temporary car park that do not involve the unnecessary felling of trees.</p>
<p>Beech House, Graemesdyke Road, Berkhamsted,,,,</p>	<p>I am extremely saddened to hear of plans to remove trees from the Moor to aid temporary parking, I urge you to protect the trees and find a better way.</p>
<p>6 Holliday Street,Berkhamsted,Hertfor dshire,,HP4 2EE</p>	<p>Heard at the Transition Town drinks Thursday evening that some of the ancient trees lining the temp. carpark to the small common over the road from Berkhamsted Station are to be sacrificed to accommodate access to the temporary Car Park</p> <p>In the planning application documentation for the Multi Storey Car Park it was stated that the MSCP would be almost invisible from the station side of the town. And I am sure that the planning department would have very seriously taken this factor into consideration when granting permission for this piece of Urban Terrorism.</p> <p>It is not a marvellous piece of architecture that anybody would seriously desire to see in their town centre, and am sure that its near invisibility would have been a major factor in deciding to grant planning permission for it.</p> <p>The removal of these trees is surely contrary to the reasons for granting planning permission to Dacorum Council, as they formed a prominent part of the Design Statement for the MSCP submitted by WYG on behalf of Dacorum Council.</p> <p>The removal of these trees surely mean that this project would have to go back to the Planning department for re-assessment as the conditions for granting permission have now changed.</p> <p>It would be good to keep the trees and lose the MSCP.</p> <p>Have attached Kingsgate scandal pdf – which goes into a bit of history on this site.</p> <p>This article comes off the internet so you need to make your own judgement as to its accuracy.</p> <p>It seems trees and this site development have an unfortunate history.</p>
<p>39 Hill View,Berkhamsted,Hertford shire,,HP1 1SA</p>	<p>I just wanted to get in touch to let you know about a petition I started last night, to save the trees on the Moor from the fellings relating to temporary car park. On behalf of the</p>

	<p>community, can I ask you please to hold off from allowing them to be felled, and look for alternatives, such as taking into account the existing traffic calming measures, more signage and/or a temporary one-way system.</p> <p>It seems that there is a great depth of feeling that the trees should not be taken down for a temporary car park. It also seems that there was very little knowledge of the plans for the trees. Over 1000 people have signed so far, since 10pm last night, with more signing every few seconds.</p> <p>Cutting down the trees will be deeply unpopular, so I hope this can be revisited and other measures found.</p> <p>https://secure.avaaz.org/en/community_petitions/David_Collins_Policy_Holder_Dacorum_Borough_Council_Save_the_Trees_on_the_Moor_Berkhamsted/dashboard/</p>
<p>Heath End Cottage,Heath End,Berkhamsted,Hertfords hire,HP4 3UE</p>	<p>It is with great sadness and complete shock that I have learnt today of your proposed plans to destroy a number of valued and historic trees lining the edge of the Moor and the road in order to provide cars access to a temporary car park, also destroying the Moor.</p> <p>Firstly, this park has an important and interesting history. Not only are several trees of significant age, they provide year round enjoyment , with the autumn a particular favourite of local cub scout, brownie and guide groups playing games in the park as well as collecting the beat conkers in town!</p> <p>As a resident if Berkhamsted since the late sixties I have visited this park and walked the tree-lined avenue regularly. My youngest son is a pupil at Berkhamsted School and often waits by the trees to be collected, providing shelter both on very hot days and when it is pouring with rain. As well as absorption of park noise for the local residents.</p> <p>The trees also provide a visual reminder and therefore protection for young children playing in the park that the park ends at the trees. I hate to think what could happen without them when he park is returned to its normal state. There could be more accidents involving children.</p> <p>Secondly, why the need to destroy the trees when operating a temporary car park, surely options such as adjusting speed limits, one way route, and better signage would not only address your needs, but would prevent too many people swapping their usual parking habits for this area unnecessarily.</p> <p>All residents know how the Moor has been used by fairgrounds and other functions over the years where vehicle access, of even very large vehicles, has been managed without difficulty.</p> <p>Please consider these points along with the many others</p>

	<p>being made to you by email and via the petition and stop the planned destruction of a beautiful tree-lined Avenue.</p>
<p>Berkhamsted Prep School, Home Farm Haresfoot, Chesham Road, Berkhamsted, HP4 2SZ</p>	<p>I am writing to you to ask you to please to your best to save the historic and beautiful trees on the Moor, Berkhamsted. To fell the trees, especially the older ones is unnecessary and to the detriment of the beauty and historic value and ambiance of Berkhamsted. I understand that there is a need for a temporary carpark whilst the station one is built but let's not spoil such a beautiful area at the same time. There must be a solution without destroying our natural environment. Please.</p> <p>I am sorry that I wasn't aware of the meeting last night when this was discussed but I hope my thoughts will be taken into account now.</p>
<p>10 New Street, Berkhamsted, Hertfordshire, HP4 2EP</p>	<p>I am beyond horrified to have today received a message from my partner advising me that the trees on The Moor in Berkhamsted are being marked up for felling. As if that news wasn't shocking enough, to now find out that a 'temporary' car park is being placed on this area.</p> <p>On a daily basis our dog is walked down the canal and to this Moor area, it is a lovely picturesque area of Berkhamsted and used by families, friends, fitness classes and dog walkers alike; I don't think I have ever been to this area and not seen someone using the green.</p> <p>These trees have been there far longer than you or I, and surely deserve to be preserved. How can you justify cutting down 250 year old trees that are both helping the environment and making the area look beautiful. The fairground is regularly set up on this green, and they don't seem to have any trouble getting their lorries/equipment onto this area with the trees there; surely there must be another solution.</p> <p>I am also upset that the council have not publicised this, and it's been left to local residents to spread the word. You may have fulfilled your legal/regulatory requirements in relation to communicating this with the local area; but living only 10 minutes from this green I knew nothing until today about this plan. I am sure many local residents are going to be shocked when they go to visit the moor and it's trees are missing and it's being used as a car park! As people come off the train and walk out into Berkhamsted, they are now going to be faced with a car park and no trees.....</p> <p>We don't even know how long this area is to be used as a 'temporary' car park for, when will it be put back? Are the trees going to be replaced? Or are you hoping that everyone gets 'used' to the new look and the car park remains in situ for the long term future; ruining a main area of Berkhamsted. The skyline and congestion to the area are already going to be very negatively impacted when this awful multi-story car park is built; which is just not required in Berkhamsted.</p>

I bought a house in this area, in this location specifically because I loved the setting; which is slowly being ruined by the council and their unthought out 'improvements' to the town. If I wanted to live somewhere that had no green space and car parks everywhere I could have spent far less money and got a far larger house somewhere else. There's a reason people want to live in Berkhamsted, but soon that reason will be gone; as will a lot of its current residents; and then town will become an unpleasant place to live like so many others.

I would implore you to find another solution for these trees, and not just take the path of least resistance which is felling them entirely. Please consider what the local people want, and it is not for their trees to be cut down; or for a temporary car park to be placed here, or for a multi-story.

I like others feel very strongly about this, and am quite upset at the thought of now walking down the canal only to be faced by car park upon car park and no useable green space.

Further Comments

Please place on record my dissatisfaction of the plans turn the moor into a temporary car park and even worse to chop down the existing tree's which, once gone, the moor can never be restored back to its current state.

I have only just found out about this and I am shocked to hear that's its actually being allowed to happen?

I have lived in Berkhamsted for a number of years now and have walked through the moor nearly every day during this time, I walk my dog there and as do many other people and it's also used as a children's play area, keep fit classes and other recreational activities.

I believe the plans are all totally unnecessary, the residents of Berkhamsted have already been overruled and have to put up with the eyesore of a car park that is going to be built nearby and now we are going to have to put up with this.

Berkhamsted is a lovely town which is gradually being spoilt for people who don't even live here so they can come and park their cars?

The Moor is a really nice place to have on your doorstep and I can only assume that the people who are approving of these plans either don't live anywhere near it or are if they do they must be in line to receive some significant monetary rewards or career recognition for allowing this to happen.

With things like this continuously being allowed to happen it's no wonder that house prices in the area are declining, as well as crime rising, as the decent residents will just up and leave.

	<p>I also feel very sorry the people who live right next to the green who will have lost a nice view out of their window and will soon be looking at building sites, breathing in a load of car exact fumes as well as all the traffic, pollution and mess to go along with it all.</p> <p>I request you to please reconsider this terrible decision for the benefit of the actual residents who have worked hard to buy a home in a nice, decent town and do not allow it to be spoilt any further.</p> <p>I'd much rather struggle to find a parking space than see such a nice town ruined for the benefit of people who don't even live here or for those disgracefully approving it to make money and/or further their careers.</p>
<p>24 HAYNES MEAD,BERKHAMSTED,,,H P4 1BU</p>	<p>Ruining a great open space with so much History connected to it is an utter disgrace, I really don't know what gives you the right to destroy our town in this way, OK you might be councillors but you want to and need to remember who voted you into that position, you for get we can soon vote you out. Please tell us why you have not looked at other alternatives, I.e. Park and ride, dropping some of the parking restrictions around the town, as you say it will only be temporary ,tearing up moorland cutting down 300 year old trees (that seem to have more sense than you lot) is for life and not only that 90 cars what's the point I'm sure a lot of us who feel this strongly won't mind walking to the shops I for one will leave my car at home and walk.I would also like to know how many of you actually live here? If you are outsiders as far as I'm concerned you have no right whatsoever destroying our town.why don't you all come to the moor this Saturday and face us and tell us WHY? Or let's have another meeting unfortunately I never heard about there being one. SO IF YOU HAVE THE BALLS COME AND FACE US!!</p>
<p>40 GREENWAY,BERKHAMST ED,,,HP4 3JE</p>	<p>This is a terrible idea that has not been properly thought through.</p> <p>Chopping down two 250-year-old trees for a temporary car park on a green site in the centre of town is a ridiculous proposal.</p> <p>There are other perfectly suitable sites, such as the railway station car park, which is incredibly quiet and underused at weekends - and is still close enough to the town centre for shoppers.</p> <p>The car park would be potentially dangerous, given that Mill Street where it meets Castle Street is not wide enough for two cars, and would also lead to prolonged congestion and an increased risk of collisions.</p>
<p>6 ST JOHNS WELL COURT,BERKHAMSTED,,, HP4 1JQ</p>	<p>I object to this application on the grounds of how it will effect the wildlife who use this space and the distruction of plant life. Whilst this is on a temporary change to this use of the space, the damage is long term. Under no circumstamces should trees and plant life be cut down to make way for cars. Under</p>

	<p>no circumstances should wildlife (eg. flock of geese who use this space) be displaced for cars. Have the council considered alternative spaces outside the town, and use a bus service to the centre....park and ride? This is a less disruptive option.</p>
<p>34 Upper Hall Park,Berkhamsted,Hertfordshire,,HP4 2NP</p>	<p>Just a quick note to say that I object to your alleged plan to fell some of our oldest trees in Berkhamsted. They need looking after not destroying. I hope that you can find a sensible / pragmatic way to avoid this course of action.</p>
<p>4 New Street,Berkhamsted,Hertfordshire,,HP4 2EP</p>	<p>Berkhamsted is an idyllic place to live and it is the green spaces and trees that bring that idyll to its residents and visitors. Without the beautiful pockets of green spaces and trees that bring vital oxygen and peaceful energy to all, Berkhamsted will simply become another cramped, polluted, characterless commuter town. Nothing can justify chopping down the beautiful trees that have graced the canal side on the moor area for hundreds of years. Especially not a 'temporary car park'. I have only just found out, through word of mouth, about your plans to chop down these ancient trees, some 250 years old I'm told. If every Berkhamsted resident and visitor knew of your plans, you would now be receiving thousands of emails. I now know and this is one email but one that is speaking for so many.</p> <p>I hope you listen to the voice of those who live in this beautiful town and ensure the trees on the moor opposite the station stay where they are, alive, vibrant and bringing much joy and life to all who frequent the area.</p>
<p>91 High Street,Berkhamsted,Hertfordshire,,HP4 3QL</p>	<p>I am emailing to add further support to the residents of Berkhamsted who do not wish to see the trees on Berkhamsted Moor cut down for a temporary car park.</p> <p>I fully understand and support the growth and developments in Berkhamsted. The country needs more homes and I support more homes being built in Berkhamsted so long as the infrastructure and public amenities are developed too.</p> <p>I also please that planning control in Berkhamsted generally to an excellent job of maintaining the character of the town.</p> <p>However, these trees are as much part of the towns rich character and history as the buildings.</p> <p>Would you knock down the town hall to make a temporary access road?</p> <p>Would you take down the war memorial at St.Peters church to improve the access road?</p> <p>Would you demolish the Tudor house on the high street in Northchurch to widen the road?</p> <p>I'm guessing not. These are all ancient parts of the town just</p>

	<p>like the trees.</p> <p>When I undertook a renovation on my home in the town, planning required me to send a brick and roof tile in for inspection as part of the approval process. It seems bizarre that you impose this level of scrutiny on one level and at the same time are prepared to cut down ancient trees for a temporary access road.</p>
<p>9 Cedar Road, Berkhamsted, Hertfordshire, HP4 2LA</p>	<p>I am horrified to learn of your plans to cut down ancient trees in Berkhamsted to provide a temporary carpark. At Dacorum borough council you do not listen to the wishes of people who live in Berkhamsted as you went ahead for a car park which we all objected to. I presume this tree felling is connected to that. I sincerely hope that you listen to the voice of those who live in this beautiful town and ensure the trees on the moor opposite the station stay where they are, alive, bringing much joy and life to all who frequent the area.</p> <p>Berkhamsted is an idyllic place to live and visit and it is the green spaces and trees that bring that idyll to its residents and visitors. Without the beautiful pockets of green spaces and trees that bring vital oxygen and peaceful energy to all, Berkhamsted will simply become another cramped, polluted, characterless commuter town. Nothing can justify chopping down the beautiful trees that have graced the canal side on the moor area for hundreds of years. Especially not a 'temporary car park'. I have only just found out, through word of mouth, about your plans to chop down these ancient trees, some 250 years old I'm told. If every Berkhamsted resident and visitor knew of your plans, you would now be receiving thousands of emails.</p> <p>Why were we not all notified.</p>
<p>Littlehurst, Gravel Path, Berkhamsted, HP4 2PQ</p>	<p>I am writing to appeal for reconsideration of the trees on the edge Berkhamsted moor that are being considered for felling. I believe these trees add significant value to the environment for canal walkers, park users and road/pavement users as well as the CO2 uptake benefits. I hope that the proposal has come about by just simply following the letter of the law regarding car park siting, not taking into account extenuating circumstances, such as temporary works and that this decision can be reversed.</p>
<p>1 Hillside Gardens, Berkhamsted, Hertfordshire, HP4 2LE</p>	<p>I am writing to you to ask you to reconsider the felling of the beautiful old healthy tree on Berkhamsted Moor. I understand the need for the temporary car park, but urge you to give some more consideration to a different solution to cutting down this lovely tree. Not only is it a shame to lose the beauty of this tree, but it is at a detriment to the environment.</p>
<p>75 High Street, Berkhamsted, Hertfordshire, HP4 2DE</p>	<p>Really disappointed to hear that the council have instructed for several trees on The Moor on Berkhamsted to be culled in the coming days, including a 250 year old chestnut.</p>

	<p>This seems to be a very short-sighted move to introduce a temporary car park to the town.</p> <p>The main reason given by DBC for cutting down these trees as I understand it is to ensure there is sufficient line of sight for cars turning in to the car park. This is a very strict interpretation of the guidelines, and does not take into consideration the speed of traffic on Mill Street, given the narrowness of the road and the existing traffic calming speed bumps.</p> <p>A local arborist has also challenged the assertion that these are 'not trees of value and are in a poor state', as stated in the council's report.</p> <p>Any planning decision is of course difficult to reach and often faced with challenges of this nature.</p>
<p>9 Castle Hill Avenue, Berkhamsted, HP4 1HJ</p>	<p>9 Castle Hill Avenue</p> <p>Objection</p> <p>You will doubtless be aware of the petition against the removal of the trees on the Moor at Berkhamsted to allow for access to a temporary car park - https://goo.gl/2Nr9Xq</p> <p>I wanted to express my heartfelt sadness and anger at this proposition. Putting aside the question of the need for a temporary car park at all (there are alternatives), the children's fair and regular fitness groups regularly access the Moor with large vehicles without any trouble. There is no need to fell an ancient tree that is a much loved part of the landscape.</p> <p>Amended Comments</p> <p>Thank you for the revised plans for the temporary car park on The Berkhamsted Moor. I applaud that the Council have listened to the residents of Berkhamsted and will not be destroying the ancient trees.</p> <p>However, I still have two major issues with the plans:</p> <ol style="list-style-type: none"> 1. The planned entrance to the car park passes over the roots of the ancient trees. My concern here is that the trees will be damaged and ultimately die so will need to be removed anyhow (is that the plan?). Why not move the entrance away from the trees? 2. In my previous email to you I expressed concern about access to and from the temporary car park. Where Mill Street joins Castle Street there is a bottle neck where the road narrows to the the width of one car. Two way access is therefore not possible and is likely to result in frustration and accidents. Creating a one-way system would mean cars travelling through the Tesco Car Park, which is also not

	<p>practical. Traffic control measures may work but that is likely to cause major congestion on the busy Castle Street. Obviously there are also many school children who continuously use Mill Street. This all indicates an accident waiting to happen - car and pedestrian. So I still do not believe that the the planned temporary car park on the Moor is a practical and safe solution.</p> <p>I request that the council to look at alternative safer and more environmental solutions. Please don't destroy our fantastic town through short-term, blinkered and l'll-informed action.</p>
11 Hempstead Lane,Pottten End,Berkhamsted,,HP\$ 2QJ	<p>I am writing to you to ask for immediate intervention to halt the propose felling to two old and beautiful trees for the temporary car park on the moor by the canal.</p> <p>Fun fairs and other events have been held on the moor easily with the trees causing no issues.</p> <p>Further, it is a road which people drive slowly along all ready due to the narrowing of it at the corner and so visibility issues from 'x' distance really are t a problem. With plenty of signage notifying drivers to the car park entrance location etc...I really don't see why 2 trees so integral to Berkhamsted town centre landscape should be lost for the sake of a temporary car park.</p> <p>I, and plenty of other Berkhamsted residents feel very strongly about this and would like our views to be taken seriously.</p>
15 Orchard Avenue,Berkhamsted,Hertfordshire,,HP4 3LG	<p>Leaving aside the fact that many people in Berkhamsted objected to the planned carpark, this proposal for temporary parking should be conducted with minimum disruption to our town. First of all, it is in a conservation area, and will deprive the town of a well used open space for the duration. But it is temporary, so any permanent damage to the area cannot be countenanced, in particular the plan to fell trees which have stood there for decades and in one case centuries. This is totally unacceptable and I'm sure unnecessary. I have lived in this town for 40 years. Please note my strong objection.</p>
11 Doctors Common Road,Berkhamsted,,,HP4 3DW	<p>I seem to have missed the planning meeting on the 24th Sept. However, i would like to lodge my objections to the removal of trees to accommodate the entrance to a temporary car park. One of the trees i undersrand is 250 years old. Clearly can not be easily replanted once the temporary need has passed.</p> <p>Please think again and try to find a solution that protects these precious specimens. I would like to hear what is ultimately concluded.</p>
4 admiral way,Berkhamsted,,,HP4 1TE	<p>I am writing to inform you of my opposition to the appalling plans the council has drawn up to remove the green moor in berkhamsted opposite the station and replace it with a temporay car park, this area is the green heart of</p>

	<p>berkhamsted, and is the first thing people see when they arrive at the station, in what way does making this a car park do anything but destroy the fabric of our town. This is a beautiful green area and is enjoyed by the residents of berkhamsted year round, I drive in berkhamsted every day and I am never in need of parking there is more than enough, and the last thing we need is to prioritise cars over people. This plan has been snuck through without adequate consultation of the people who live here, in fact to most of us it's a complete shock, and it's appalling to think you would consider felling trees in order to build this completely unwanted car park. As a lifelong resident of Berkhamsted I am completely opposed to this car park and the felling of trees, there is no need at all to remove one of our most used green spaces to create yet more parking. In whose interests is this car park, certainly not ours.</p>
<p>10 Clarence Road, Berkhamsted, Hertfordshire, HP4 3BQ</p>	<p>The annual fair has no problem setting up, with lorries arriving on the Moor, so there is no reason why cars cannot access it safely.</p> <p>Please use some common sense and do not commit an act of vandalism by removing trees on the Moor.</p>
<p>39 Regent Road, Aylesbury, Buckinghamshire, HP21 7AB</p>	<p>I am sure you will be aware of the petition against the removal of the trees on the Moor at Berkhamsted to allow for access to a temporary car park - https://goo.gl/2Nr9Xq</p> <p>I wanted to express my heartfelt sadness and anger at the idea of felling 250+ year old trees in order to provide access for a temporary car park.</p> <p>Putting aside the question of the need for a temporary car park at all (there are alternatives), the children's fair and regular fitness groups regularly access the Moor with large vehicles without any trouble.</p> <p>There is absolutely no need to fell an ancient tree that is a much loved part of the landscape. This is an act of sheer vandalism.</p> <p>Please do all you can to encourage reconsideration of these plans.</p>
<p>6 Emperor Close, Berkhamsted, Hertfordshire, HP4 1TD</p>	<p>I was sorry to hear there are plans to remove trees including a 250 year old horse chestnut tree for access to a temporary car park. There are other alternatives suggested, and I hope these will be implemented instead of felling irreplaceable trees.</p>
<p>Beech House, Graemesdyke Road, Berkhamsted, Hertfordshire, HP4 2LX</p>	<p>I am writing to you regarding the proposed cutting down of trees on the Moor in Berkhamsted. I was very sad to hear that this was going to be the case especially that one of the trees is a three hundred year old horse chestnut tree.</p> <p>This particular area on the Moor has such special qualities with beautiful views of the canal a lovely play area for children.</p>

	<p>Theses trees add shelter in the sun and the people of Berkhamsted including myself have enjoyed picnics and sitting under these trees which makes our town have this beautiful natural environment, the trees offer a habitat to wild-life in the Moor. I was shocked to see not only you are putting in a tempory car park..... but also proposing to chop these wonderful trees down!.</p> <p>These trees look healthy and strong I hope you will reconsider and think very carefully NOT to destroy them.</p>
<p>52 Kings Road,Berkhamsted,Hertford shire,,HP4 3BJ</p>	<p>I am emailing to voice my concern about the proposed chopping down of trees on Berkhamsted Moor and use of the Moor to create a temporary car park.</p> <p>I cannot understand how such an act has achieved approval. There was a lot of dissent in the town against the car park which was given planning in spite of widespread objection and dismissal of much more environmentally sound alternatives. The station car park is rarely busy - why isn't the council looking at solutions that look to use this existing space on a temporary basis rather than spending money to destroy the moor and trees that are 300 years old that cannot be replaced?</p> <p>I sincerely hope that someone who receives this email is able to review this decision in favour of a more sensible alternative.</p>
<p>9 Castle Hill Avenue,Berkhamsted,Hertfordshire,,HP4 1JU</p>	<p>In short, stop this I'll-informed nonsense. It makes no sense at so many levels I struggle where to start. My main concern is the narrow road access to the Moor.</p> <p>I have seen many driver disputes on this very small stretch of road - how can it possibly handle a busy car park. This is a health and safety lawsuit waiting to happen. You have clearly been ill-advised by perhaps biased self-interested parties.</p> <p>Where is your evidence dismissing other viable options such as the under-utilised station car park?</p> <p>I was in favour of the multi-storey car park by Waitrose, but now I have completely no faith in you due to severe lack of judgment regarding the Moor.</p> <p>Stop this nonsense now or resign.</p>
<p>9 Castle Hill Avenue,Berkhamsted,Hertfordshire,,HP4 1JU</p>	<p>Thank you for revising plans for the temporary car park to avoid immediately destroying old trees on the Moor. Incidentally, the oldest tree, T2, is now marked as Veteran tree by The Woodland Trust.</p> <p>However I still strongly object to any plans for a temporary car park on the Moor.</p>

	<p>The revised plans do not offer detail of root protection and frankly I am sceptical of the level of care that will be taken by the council and their contractors of the trees. Root damage is easily caused but invisible to the eye and will only be noticed at a stage too late in the near future when the trees begin to die.</p> <p>I object further to the temporary car park as the Moor is a treasured green space for the community, a habitat for wildlife, and the first thing visitors see when they exit the train station.</p> <p>As a resident of Berkhamsted for close on 30 years I would expect DBC to be more creative in finding solutions to their perceived parking problems. Furthermore for health and environment reasons we are at a stage now where walking, cycling and public transport should be encouraged over driving.</p> <p>Please do not build a car park on the Moor, temporary or otherwise. I will personally be ready to manage a boycott campaign should the car park go ahead.</p>
<p>Marchbank Shenstone Hill,Gravel Path,Berkhamsted,Hertford shire,HP4 2PA</p>	<p>I am writing to you to ask you to recognise and support the campaign to save the trees on Berkhamsted Moor from being cut down for the temporary car park.</p> <p>Anyone with common sense will acknowledge that the speed-calmed traffic on Mill Street means that there is no line of sight issue that justifies cutting down trees that are several hundred years old.</p> <p>You will by now, have registered the very strong resistance to the trees being removed among the citizens of the town. This letter is to demonstrate the views of two more members of the town.</p> <p>Failure to stop the planned removal of the trees will demonstrate that the civic representatives of our town and borough have lost all touch with what matters to its citizens. As our representatives, we expect you to exercise all measures to resist this action. And we expect you to be visibly supporting our point of view.</p>
<p>Pembroke,Little Heath Lane,Potten End,Berkhamsted,HP4 2RY</p>	<p>I am writing to protest about cutting down trees on the Moor in Berkhamsted in preparation for a temporary car park.</p> <p>Local people do not share the view expressed by DBC that the trees are of poor quality, of no value and an obstruction to cars using the TEMPORARY car park. There is a huge shortage of green space in Berkhamsted as it is and the amenity value of some mature trees is an important part of the lived environment.</p> <p>Recent decisions by the Council on roads, on housing and on traffic management are being taken apparently without regard to be feelings and opinions of local people and this is another</p>

	<p>regrettable example</p> <p>.</p> <p>Your interpretation of line of sight is a very strict one and there are other ways round the problem such as a temporary one-way system or improved signage.</p>
<p>18 Cedar Road, Berkhamsted, Herfordshire, HP4 2LA</p>	<p>I am very concerned to hear that the council is intending to remove three trees from the moor to facilitate a temporary car park. This is quite unnecessary. Vehicles can get access to the moor without destroying our lovely park. When the fair comes to the moor they get all their trucks on to the grass without trouble.</p> <p>No-one knows how long these trees may live but, given care, they could give pleasure to our people for years to come. Just think that the tree called T2 was planted in the Georgian period, what history that tree has seen! What right has Dacorum Council to kill it?</p> <p>The design made by these 'Experts' that the Council has employed is not sympathetic to the environment. The shape of the park in the first place is a rigid oblong plonked on to the grass and I think that is the reason that they have thought they could take away our trees. If you had found someone sympathetic to the needs of the area the design would not have entailed chopping down trees.</p> <p>I refer you to paragraph 127 of the NPPF quoted in your documents on page 8. How can you say that chopping down these trees is 'sympathetic to local character and history, including the surrounding built environment and landscape setting'? It certainly will not 'add to the overall quality of the area'.</p>
<p>76 Hilltop Road, Berkhamsted, HP4 2HW</p>	<p>I'm sure you've had many emails by now encouraging you to think again about the plan to cut down the trees at Berkhamsted Moor. I would now like to add my voice to the conversation.</p> <p>Since his birth earlier this year, my son Rufus has spent many hours beneath one of these tree with his mother (and my wife), Alice. The green space on the Moor has been of great comfort to the both of them over the summer - and being out amongst such beautiful greenery was a great help to my wife during a period of anxiety, after our son was born.</p> <p>It's for this reason, among others, that I'm asking you to reconsider these plans. The removal of these trees is entirely needless. Town planners should be encouraging people to take fewer trips in cars, not urge them to take more with increased parking. And even if the space is needed for parking consider the fact that an entire funfair of trucks and vans is able to drive into the Moor, so it shouldn't be a problem for cars. Moreover, no one who has seen the verdant leaves and firm conkers coming off the trees of late would claim they are in poor health, as some have.</p> <p>Finally, please remember that this is a one way street. Once</p>

	<p>those trees are removed, they cannot be replaced ever. They are as much a part of our town as any building, business or resident. They were there when current generations arrived, and they should be there when they leave. I firmly believe that anyone who sanctions the felling of the trees will come to deeply regret it.</p> <p>I hope you reconsider this decision. In the meantime, please be aware that there is widespread public support for keeping these trees and it is surely beholden to you as public servants to follow the will of residents on matters such as this.</p>
<p>4 The Laurels, Berkhamsted, Hertfordshire, HP4 2SP</p>	<p>You will doubtless be aware of the petition against the removal of the trees on the Moor at Berkhamsted to allow for access to a temporary car park - https://goo.gl/2Nr9Xq It has now been signed by in excess of 3000 people.</p> <p>In addition to signing the petition, I wanted to share my personal sorrow at this plan for felling the trees. I appealed against the new proposed multi-story, as I believe many of us Berkhamstedians did and it increasingly seems that the council don't really want to listen to the actual voices of those living in the town.</p> <p>More housing is appearing and that's fine but the town is already lacking in the right amount of green space for the local population. This piece of land and the trees are one of the more scarce green spots in the town and it provides for a lot of people.</p> <p>There is absolutely no need to fell an ancient tree that is a much loved part of the landscape.</p> <p>Please do consider that although we are talking about one ancient tree, it is more than that to us. It is a symbol of the history of the town and this depth of feeling about it a reminder to you that that we very much value our green spaces, where all parts of the community come together. We need more green community spaces.. not less.</p>
<p>4 ADMIRAL WAY, BERKHAMSTED,, HP4 1TE</p>	<p>I object to the proposed plan for a car park in the moor. As a lifelong resident of Berkhamsted this is one of the most enjoyed natural parts of central Berkhamsted. There is already enough parking in the town. I drive into the town daily and have never been unable to park. Who decided there is need for extra parking, there clearly is not. There is more than enough parking to satisfy the town. This lovely green area is the first thing people see when visiting the town and filling it with cars sends entirely the wrong message, this is unwarranted destruction leading to more cars and ruining quality of life for residents. Like most residents I'm appalled at this suggestion. Stop putting cars first. This is unadvised and undeeded and a complete waste of money.</p>
<p>107 CHILTERN PARK AVENUE, BERKHAMSTED,</p>	<p>This is very sad news, please re-look at other options instead of chopping down trees.</p>

,,HP4 1EZ	
8 STATION ROAD,BERKHAMSTED,,,HP4 2EY	<p>I object to the use of the Moor as a temporary car park. This is a community space used by many.</p> <p>It is by a school and the access point from Mill Street is insufficient now for two cars side by side. This will cause issues on the bridge (bottom of Castle Street) and also Station Road and Lower Kings Rd. Causing further issues by the station.</p> <p>The removal of historic trees - for a temporary solution, some of which are 300 years old is simply unacceptable.</p> <p>This is a real opportunity for our local councillors and borough councillors to think outside the box regarding a solution. Why not speak to the school regarding the use of their parking facility that the staff and children don't use in a Berkhamsted and provide a shuttle bus. What not look to make Berkhamsted a greener town by parking on the outskirts and have the shuttle bus in... turning a green space in the winter months to a "temporary car park is simply not an acceptable solution.</p> <p>I whole heartedly OBJECT to this application.</p>
29 Cowper Road,Hemel Hempstead,,,HP1 1PE	<p>I am writing regarding the decision to fell ancient trees in Berkhamsted in order to make way for a temporary car park. I am shocked at this decision as trees are part of our heritage and once the car park is no longer required, cannot be replaced. It seems disproportionately destructive to fell ancient trees for something that will be required for a short space of time. We should surely be working to preserve our environment and heritage.</p> <p>I am a resident of Hemel Hempstead but visit Berkhamsted at least once a week to either work or shop. I have to say I never have any problems finding a parking space. I am therefore confused as to why this is necessary and hope that an alternative solution that neither damages the heritage or environment of Berkhamsted can be found.</p> <p>I hope you will take my comments on board and look forward to hearing a response from you</p>
43 VICTORIA ROAD,BERKHAMSTED,,,HP4 2JT	<p>Good afternoon,</p> <p>I would like to strongly object to the use of the aforementioned land for the build of a temporary car on the grounds that you have to cut down historic trees to do so.</p> <p>I would also like to hear how the kids will be safe on the games with the proximity of a car park.</p> <p>Finally I would like to suggest that the station car park be enlarged by adding an extra level to be used as a temporary car park.</p>

	thank you
THE CROFT,3 ANGLEFIELD ROAD,BERKHAMSTED,,H P4 3JA	<p>Why does the council think that they have to take the trees down, they aren't going to jump out on any one and if the answer is they might fall on a car, well they haven't fallen on any fair rides in the past 40 years and they produce lots of vibrations and have heavy lorries rumbling about, they also haven't killed any children playing on the moor. So just put up very large signs if we must have it as a car park PARK AT YOUR OWN RISK OF LIFE LIMB AND CAR.</p> <p>The sight-line issue is a nonsense. The speeds are very low because there are road humps and a tight bend. There are many existing junctions in Berkhamsted with sub-standard sight-lines;there are roads half the standard s-l with a main road with no extra safety measures. Chartered engineers can consider various levels of departure from the perfect standard accompanied by extra measures so the trees can live, PLEASE</p>
32 THE REX,HIGH STREET,BERKHAMSTED,, HP4 2BT	<p>I object to the plan to chop down mature trees on the Moor. Although this is a temporary car park, the destruction of trees is a permanent act. It is also totally unnecessary. About twice a year a fun fair is held on the Moor and all their HGVs manage to gain access without any problems. Why do shoppers' cars need more infrastructural works than HGVs?</p> <p>If this car park scheme absolutely has to go ahead, there is no reason for the vehicle entrance to be located half way up the moor (as shown on the map) - it could be located further south along Mill Street, at the SE corner of the Moor. There is one nearly dead tree stump there which could be removed with minimal environmental impact and there is ample space here for an entrance. Perversely, DBC have decided to ignore this space and instead want to locate an entrance half-way up, where mature trees are located. There is no benefit to this whatsoever.</p> <p>I cannot see that anyone in Berkhamsted has been properly consulted on this. DBC would do well to behave in a more open and consultative manner instead of hiding documents away on their labyrinthine website, hoping nobody will find out about your latest cunning scheme to concrete over the county.</p>
36 HIGHFIELD ROAD,BERKHAMSTED,,H P4 2DD	<p>I absolutely object to this application.</p> <p>The Moor is such an important green public area in Berkhamsted, visited by many as recreational space. The wildlife on the Moor is extensive and should be protected.</p> <p>The access roads are completely inappropriate for the amount of traffic that would be using it, should the application be successful.</p> <p>The trees that have been there for hundreds of years should absolutely not be felled for a temporary, parking area which is not necessary for the town.</p>
75 HIGH STREET,BERKHAMSTED,,	The view of The Moor, the canal and the stunning 247 year old Chestnut tree is what greets visitors arriving to

,HP4 2DE	<p>Berkhamsted by train. Removing a treasured and unique view will deter tourism and inwards investment in the town.</p> <p>This is a treasured public space that is used by so many local people.</p>
12 OAKWOOD,BERKHAMSTED,,HP4 3NQ	<p>Completely illogical. No right to cut down the trees. Inappropriate place for a car park. Access a huge problem...resulting traffic will cause chaos to a road that's impassable with 2 vehicles. Will cause queues exiting car park to lower kings road or Tesco car park. Strongly object</p>
9 CASTLE HILL AVENUE,BERKHAMSTED,,HP4 1HJ	<p>Have alternative locations for car parks been investigated?</p> <p>What about the Lidl site? Also the station car park has plenty of space at weekends.</p> <p>Cars parked on our Moor will be an eyesore for everyone, the playground will be unusable, damage to trees and wildlife will be caused either deliberately (planned felling of trees) or as a consequence of disturbance and pollution.</p> <p>Also Mill Street is a dreadful road for traffic as it is and will only get worse.</p> <p>Please reconsider.</p>
LITTLE CORNER,CROSS OAK ROAD,BERKHAMSTED,,HP4 3NA	<p>This plan is destructive to a well used leisure facility. What's more access to this site is very limited as one comes from the canal bridge. Absolutely unnecessary to remove ancient tree that is part of the heritage of a market town and the area adjacent to the canal.</p>
30 FRIARS FIELD,NORTHCHURCH,BERKHAMSTED,,HP4 3XE	<p>Please reconsider the plan to fell trees and create the temporary car park in Mill Street. Whilst I recognise that this is part of plans to alleviate the parking problems in the town, along with other responders, I am concerned that this is not the place for the temporary parking. Mill street and Castle Street are difficult to negotiate at the moment and this plan will, I fear, create even more contentious situations and increase the dangers, particularly for pedestrians, including our children. We all have a responsibility to safeguard the children of our community.</p> <p>Parking in Berkhamsted is undoubtedly a problem and much of that is the success of the town. Many residents, business owners and officials have and do work hard to create this enticing place. It is clear that it has become attractive for new residents and visitors. If the character of the town is changed too dramatically I fear that it's appeal will be reduced frustrating all that hard work. The first impression of Berkhamsted when arriving by train will become dismal if the trees and green space are replaced with this car park.</p> <p>Despite previous council minutes noting that the public should be "reassured that the Moor would be reinstated at the end of the need for the parking". (This is an essential space for so many residents for many reasons.) I fail to see how this can be achieved if the aged, historic, trees have been removed</p>

	and fear that the "temporary" parking need will be extended indefinitely. This would be entirely unacceptable and further reduce my trust in the officials of my town.
St John's House, Chesham Road, Berkhamsted, HP4 3AF	The Moor is one of the most important green spaces in Berkhamsted, it is appalling that the Council are proposing to ruin this space and cut down beautiful trees for a temporary car park. This is state sponsored vandalism. It will deprive the town of a beautiful green space that is enjoyed by different generations of the town's population. The congestion in Mill Street is very bad anyway due to school traffic and a very narrow T junction where Mill Street joins Castle Street, increasing traffic along there will cause further congestion and increases the risk of a serious accident.
25 HALL PARK HILL, BERKHAMSTED, HP4 2NH	The road leading to the proposed car park is narrow and the bend and slope make it difficult for two cars to pass when accessing the proposed car park. Pedestrians crossing over the canal to walk down Castle Street (and Vice versa) will be at risk. So too will school children walking in Mill Street and crossing between the two school buildings be at increased risk. It is not ecological to destroy trees to improve visibility and access for a temporary period of time especially as this area is used for recreation. I therefore oppose the destruction of magnificent trees and green space for the temporary parking of cars.
82 GREENWAY, BERKHAMSTED, HP4 3LF	<p>I strongly object to the loss of one of Berkhamsted's most well used park facilities and the cutting down of healthy, mature trees to may way just for a large temporary, multi storey car park.</p> <p>The park is the first view you get of the town when you arrive from the train station, so the first impression you have of Berkhamsted is that of a beautiful town. The size and scale of what you are proposing does not fit in with this and we are currently underserved with green, open spaces in our town as your planning notes confirm*.</p> <p>Currently, our pay and display car parks often have spaces, so our issue is not one entirely of car parking spaces, but of price. People do not and will not pay high prices for parking, whatever you build. Why is the proposal for so vast an amount of additional capacity when it is evidently not needed?</p> <p>A petition against the removal of the trees on The Moor to allow for access to a temporary car park - https://goo.gl/2Nr9Xq - has now been signed by over 3,000 people. Having been through the shambolic consultation process for the multi storey car park, where the contributions from local residents were not considered, it is with utter sadness that we have to do and go through this process again for the large temporary solution you have planned. The recommended felling of the beautiful trees in our park supports the fact that you have no regard for where we live. You are damaging our unprotected, historic market town. Please do not arbitrarily chop down and remove our trees to</p>

	<p>support your temporary solution. If you do this, you will not be able to revert the park to it's original use as you state.</p> <p>* Dacorum Open Space Study dated September 2007 states that Berkhamsted has a deficiency of 16.75 ha of leisure space and has the largest shortfall in the Borough</p>
<p>10 NEW STREET, BERKHAMSTED,, HP4 2EP</p>	<p>Please place on record my dissatisfaction of the plans turn the moor into a temporary car park and even worse to chop down the existing tree's which, once gone, the moor can never be restored back to its current state.</p> <p>I have only just found out about this and I am shocked to hear that's its actually being allowed to happen?</p> <p>I have lived in Berkhamsted for a number of years now and have walked through the moor nearly every day during this time, I walk my dog there and as do many other people and it's also used as a children's play area, keep fit classes and other recreational activities.</p> <p>I believe the plans are all totally unnecessary, the residents of Berkhamsted have already been overruled and have to put up with the eyesore of a car park that is going to be built nearby and now we are going to have to put up with this.</p> <p>Berkhamsted is a lovely town which is gradually being spoilt for people who don't even live here so they can come and park their cars?</p> <p>The Moor is a really nice place to have on your doorstep and I can only assume that the people who are approving of these plans either don't live anywhere near it or are if they do they must be in line to receive some significant monetary rewards or career recognition for allowing this to happen.</p> <p>With things like this continuously being allowed to happen it's no wonder that house prices in the area are declining, as well as crime rising, as the decent residents will just up and leave.</p> <p>I also feel very sorry the people who live right next to the green who will have lost a nice view out of their window and will soon be looking at building sites, breathing in a load of car exact fumes as well as all the traffic, pollution and mess to go along with it all.</p> <p>I request you to please reconsider this terrible decision for the benefit of the actual residents who have worked hard to buy a home in a nice, decent town and do not allow it to be spoilt any further.</p> <p>I'd much rather struggle to find a parking space than see such a nice town ruined for the benefit of people who don't even live here or for those disgracefully approving it to make money and/or further their careers.</p> <p>My objection is not just to the removal of a healthy tree but the</p>

	whole car park proposal, it cannot go ahead in this space.
4 ROSEHILL,BERKHAMSTE D,,,HP4 3EW	We need to find a way to make this work without cutting down lovely big trees and ruining the park area for ever
ROSEBANK,DONKEY LANE,TRING,,,HP23 4DY	I lived in Berkhamsted for 23 years and spent much time on the Moor . I think the scheme to cut down trees to make way for a car park is awful. Please protect this much loved/used space and the beautiful trees that surround it. Thank you
22 HIGHFIELD ROAD,BERKHAMSTED,,,H P4 2DA	Removal of ancient trees for a temporary car park is not acceptable - they can't be replaced.
72 GOSSOMS END,BERKHAMSTED,,,HP 4 1DJ	I STRONGLY object to the felling of the ancient horse chestnut tree on The Moor for the sake of making a temporary car park on The Moor. I am sure you realise by now that feelings about this issue run incredibly high in the town and to destroy such a beautiful tree that has been on this planet for over 250 years for the sake of a car park which will only be in place for approximately one year is not only immoral but totally ludicrous. Whilst I am not formally objecting to the temporary car park, I object most emphatically to destroying this beautiful tree and an important part of the town's history.
10 ILEX COURT,MONTAGUE ROAD,BERKHAMSTED,,,H P4 3DY	<p>I am emailing to voice my concern about the proposed chopping down of trees on Berkhamsted Moor and use of the Moor to create a temporary car park.</p> <p>I cannot understand how such an act has achieved approval. There was a lot of dissent in the town against the car park which was given planning in spite of widespread objection and dismissal of much more environmentally sound alternatives. The station car park is rarely busy - why isn't the council looking at solutions that look to use this existing space on a temporary basis rather than spending money to destroy the moor and trees that are 300 years old that cannot be replaced?</p> <p>As a family we spend days every year enjoying the moor. Our children have grown up playing in the park there and we often meet for picnics after work on summers days- with the children guessing where the trains are going.</p> <p>Now we will be faced with an unsightly car park with the already dangerous approach roads jammed with cars trying to turn onto and off Castle Street.</p> <p>I sincerely hope that someone who receives this email is able to review this decision in favour of a more sensible alternative.</p> <p>Please save our beautiful town from ill conceived development.</p>
7 KITSBURY ROAD,BERKHAMSTED,,,H P4 3EG	<p>I will not add to all the valuable arguments already made against this project, the environmental one being most important to me - a beautiful recreation area destroyed, probably forever!</p> <p>I remember my Japanese friends - two ladies in their late seventies then - coming to visit us and being over the moon</p>

	<p>about this haven of peace so close to home. Spaces like this became victims of commercial interests in their community in Japan a long time ago! Please do not let this happen here!</p>
47 WATER END ROAD,POTTEN END,BERKHAMSTED,,HP 4 2SH	<p>Access to this site is poor at best, adding parking even on a temporary basis for 96 vehicles will grind the area to a halt in peak times. As for cutting down trees to gain access to the site, the idea is abhorrent. There has to be a better solution, or don't offer an alternative. Why not lift some of the road restrictions in the town instead. I don't agree with the multi-storey car park either, but am prepared to be inconvenienced while it is constructed instead of using the proposed temporary parking. I wholeheartedly object.</p>
31 MANDELYNS,NORTHCHURCH,BERKHAMSTED,,HP 4 3XH	<p>This site is an important open area that has been used for entertainment and pleasure for many years. Also the trees are a particular interest and part of this area.</p> <p>It would be a great loss to the town however temporary. Please leave it undamaged.</p>
46 HIGH STREET,BERKHAMSTED,,HP4 2BP	<p>I can't believe that you would consider cutting down 300 year old trees to facilitate the use of this land for cars. The Moor has frequently had larger fair ground vehicles on it with no problems, they just take up the posts. This could easily be made into a large enough access for cars, maybe with removing some of the fencing next to the posts without impacting on the trees at all. I see one of the trees near the path on the canal side of the park also has a ribbon round it. Why on earth would you need to cut this one down? I am not convinced that using this site is at all viable as the entry and exit roads are so narrow and already busy. Also, what are the people who use this public space supposed to do when they want to sit on the grass, take children to the swings, walk their dogs, or just enjoy the peace and quite? Finally, what about the wildlife that also shares this lovely spot. The Canada geese and many other birds, squirrels and other wildlife would be forced to leave, maybe never to return. Are there no other fields, further out of town, that could be used? Why not pay a land own for temporary use? This is a public space and shouldn't be used this way.This plan would add to the chaos on the overcrowded roads in our beautiful old town. This is a very short sighted plan for a temporary use car park that will result in permanent loss of trees and possibly wildlife to the town. An environmental disaster!</p>
11 CONNAUGHT GARDENS,BERKHAMSTED,,HP4 1SF	<p>I ask you to please reconsider the decision to destroy trees at the Moor in order to create a temporary car park. Please look for alternatives, such as taking into account the existing traffic calming measures, more signage and/or a temporary one-way system which would also be safer for children attending Berkhamsted School.</p> <p>You will by now be aware that there is a great depth of feeling that the trees should not be taken down for a temporary car park. It also seems that there was very little knowledge of the plans for the trees as it is not immediately clear from the documents submitted that 4 trees would be felled, nor the reasons why this is considered necessary. Over 3000 people</p>

	<p>have signed a local petition against the destruction of the trees so far, with more signing every few seconds.</p> <p>Cutting down the trees will be deeply unpopular, so I hope this can be revisited and other measures found.</p>
7 FROGMORE STREET, TRING,,, HP23 5AU	<p>I am horrified to read of your intention to remove historic trees and make a car park of such an important green space in Berkhamsted. It seems that building a multi-story monstrosity in a beautiful market town is not the last of your destructive decision-making. I also do not believe you will make it temporary should it go ahead.</p> <p>Please reconsider and start a Park and Ride scheme, or some such, rather than continuing to destroy the beautiful town of Berkhamsted.</p>
113 GEORGE STREET, BERKHAMSTED,, ,HP4 2EJ	<p>Why chop these down for a car park that no one wants there.. how long did it take to put up the car park in the station ? not 18 months.</p> <p>Also, has the effect of drainage been considered. ? it will be a swap area when there is heavy rain if these are removed.</p> <p>I hope you will reconsider this action. you may come to regret the consequences if these trees are removed.</p>
124 GEORGE STREET, BERKHAMSTED,, ,HP4 2EJ	<p>Logging my support to stop the short-sighted plans to fell trees to make way for a temporary car park. Buildings of this age are afforded protection, yet trees which actually contribute to the well-being of the towns citizens aren't given the same status.</p>
86 GEORGE STREET, BERKHAMSTED,, ,HP4 2EQ	<p>The Moor is an important green area for local residents of all ages. People walk here, children and young people play. This area will be spoilt by the construction of a car park, even a temporary one. The station car park is less than five minutes walk away and I do not understand why this cannot be used instead. We need to preserve our natural environment, not contribute to its destruction, as proposed by this application. Most worrying is the proposal to destroy some trees, most especially the 250 year old horse chestnut. A tree surgeon has stated that this tree is not diseased so as to warrant destruction. I strongly believe that the tree must be preserved. Even if it is decided to use the Moor as temporary car parking space, traffic access should be made possible without destroying the trees. The vehicles of the annual fair stallholders manage to park on the Moor. Please take the views of us residents into account.</p>
4 GRANTHAM MEWS, BERKHAMSTED,,, HP4 2XT	<p>I am writing to you regarding of the proposed cutting down of trees on Moor Park in Berkhamsted. I am extremely sad to hear that this is the case especially considering that one of the trees is a three-hundred-year-old horse chestnut tree that has been in Berkhamsted since the reign of George I</p> <p>These trees are healthy and strong and will outlive us all. I hope you will reconsider and NOT destroy them.</p>
9 CASTLE HILL AVENUE, BERKHAMSTED,, ,HP4 1HJ	<p>As an alternative to the temporary parking on the Moor, please also consider advertising justpark.com.</p>

	There are many spaces available to book here at very reasonable rates. A small campaign would encourage even more people to offer their driveways for parking.
4 GRANTHAM MEWS,BERKHAMSTED,, HP4 2XT	I would like to object to the car park which nobody in Berkhamsted wants and which I don't think we need. also I would like to object to those very old trees being cut down in the moor. surely there's a way we can get into the temporary car park without cutting them down
4 GRANTHAM MEWS,BERKHAMSTED,, HP4 2XT	I strongly object to this
12 GRAVEL PATH,BERKHAMSTED,,H P4 2EF	I absolutely object to the felling of the trees in Berkhamsted Moor. I also object to the temporary car park on the Moor. I don't believe it will be returned to it's former glory. My family use the moor on a near daily basis.
113 GEORGE STREET,BERKHAMSTED,, HP4 2EJ	no one wants these trees taken down. please urgently re consider this action. you do not realise the consiquences if those trees are removed.
20 HAYNES MEAD,BERKHAMSTED,,H P4 1BU	<p>I would like to object to the proposed temporary carpark on the Moor in Berkhamsted on environmental, health and logistical grounds.</p> <p>This piece of greenery is a well utilised piece of public space that houses some wonderful trees and gives plenty of enjoyment of all ages to the community. Whilst I also object to the larger multi story car par being built, this proposal damages so much just for a short period of time. The town is resilient and will cope whilst the other car park is being built and there are lots of creative ways to facilitate additional parking and encouraging shoppers to use alternative methods to get their shopping in the town.</p> <p>Please do the honourable thing and listen to the community of Berkhamsted. The town is against this and as elected officials you should be acting in a constitutional way and listen to the residents.</p>
25 MONTAGUE ROAD,BERKHAMSTED,,H P4 3DS	<p>I am writing to strongly OBJECT to the removal of the trees on the Moor.</p> <p>I was so upset to find out you are proposing to fell ancient beautiful trees to set up a TEMPORARY car park! This is madness! Did no thought go into this application? They've braved winds, storms, roads being built over their roots but not the Dacorum Borough Council it seems? Please please please reconsider!</p>
23 Ravendell,Hemel Hempstead,,HP1 2LU	<p>I've just looked at the arboricultural impact assessment. It says they have referred to the British standard but don't confirm they have met all the requirements. The British standard requires a topographical survey to be completed for the tree survey to be based upon. I couldn't see any evidence in the AIA and the other application documents of a topographical survey being undertaken.</p> <p>This is essential for the safety of the trees to ensure protection of the root protection zone.</p>

	<p>Please can you confirm that this topographical survey has been completed?</p> <p>I object to the tree T2 being cut down it has possibly a further 20 years left of life. Further traffic slowing measures or an alternative site would be preferable to ensure health and safety.</p>
<p>14 Lincoln Court, Berkhamsted, HP4 3EN</p>	<p>I have just got back from a protest beside the trees under threat in a planning application for a temporary car park on the Moor, Berkhamsted. Over 3,000 people have signed a petition this week. Cutting down beautiful trees around 250 years old for something temporary makes no sense and is a shameful example of short-termist thinking that overlooks the future - a future compromised by human activity of this kind. It's pretty ironic that trees breathe oxygen and cars, of course, breathe carbon. Please reconsider.</p>
<p>11 Hempstead Lane, Potten End, Berkhamsted, HP4 2QJ</p>	<p>I am writing to you to ask for immediate intervention to halt the proposed felling to two old and beautiful trees for the temporary car park on the moor by the canal.</p> <p>I am saddened to hear that the council is proposing to fell them to make way for cars while the new car park is being constructed.</p> <p>Fun fairs and other events have been held on the moor easily with the trees causing no issues and they have been there for hundreds of years. It would be a great shame to destroy these assets to the people of Berkhamsted, not to mention the destruction of a habitat for a diverse number of wildlife species.</p> <p>Air Quality is now being taken very seriously by many towns and cities around the UK and this is another reason not to cut them down.</p> <p>I think this is a short-sighted approach to town planning. If the trees are left alone, I believe they would outlast the new car-park and certainly the tenure of you as representatives of Dacorum Council. Please do not make your legacy the destruction of such a wonderful natural asset to the town.</p> <p>I, and plenty of other Berkhamsted residents feel very strongly about this and would like our views to be taken seriously.</p> <p>Please find a work around and save this unnecessary destruction.</p>
<p>3 Railway Cottages, Bakers Row, London, E15 3NF</p>	<p>How on earth can anyone justify cutting down trees in favour of cars? - especially as this is allegedly a temporary measure. Cars will be history before too long, whereas the trees could flourish as enhancements to the urban environment for a few hundred or more years to come. I know which I would prefer to look at... and my grandchildren too. Let's hope that common sense prevails and that Berkhamsted will not shame itself with</p>

	vandalism.
29 Westfield Road, Berkhamsted, HP4 3PN	<p>I am writing to you to reconsider the plans to fell the trees on the moor it is completely unacceptable and unnecessary to do this they are not in the way to make way for the temporary carpark it's a temporary car park not a permanent one we should not be even thinking along the lines of doing anything to the more that will be permanently changing it I have life's in berkhamsted all my life and there is very few places in berkhamsted that have not had major changes. The Moor is such a lovely place right in the middle of town a breath of fresh air from the busy town the trees make this place seem so far away from town it's lovely. I remember going down there with my dad and friends picking conkers something I now do with my children. It will be a shame to loose these trees due to something so temporary.</p> <p>I hope you have it in your hearts to change your way of thought on this.</p>
MARCHBANK, SHENSTONE HILL, BERKHAMSTED, HP4 2PA	<p>I am writing to you to ask for immediate intervention to halt the proposed felling to two old and beautiful trees for the temporary car park on the moor by the canal.</p> <p>I am extremely concerned to hear that the council is proposing to fell them to make way for cars while the new car park in being constructed.</p> <p>Air Quality is now being taken very seriously by many towns and cities around the UK and this is another reason not to cut them down.</p> <p>I think this is a short-sighted approach to town planning. If the trees are left alone, I believe they would outlast the new car-park and certainly the tenure of you as representatives of Dacorum Council. Please do not make your legacy the destruction of such a wonderful natural asset to the town.</p> <p>I, and plenty of other Berkhamsted residents feel very strongly about this and would like our views to be taken seriously.</p> <p>Please find a work around and save this unnecessary destruction.</p>
9 North Road, Berkhamsted, HP4 3DU	<p>I object to the proposal to site a temporary car park on a beautiful green space, The Moor in Central Berkhamsted and as part of that proposal to fell a number of ancient and historical trees, including a 250+ year old horse chestnut tree. Once these trees are gone, they will not grow back for generations. This a short term abomination of a beautiful community space. Home to wildlife and valuable to the welfare of local residents. The plan has not been thought through as the proposed entrance will be on a narrow corner of a narrow street causing unnecessary congestion when there are more appropriate alternatives including expansion/ extended use of current railway station parking, additional parking behind Woods Garden Centre / Well Lane car park, the proposed site of the Lidl development which is at present disused and</p>

	cleared land. All of these represent viable alternatives to the destruction and felling of historic trees and parkland.
9 NORTH ROAD,BERKHAMSTED,,,HP4 3DU	I object to the proposal to site a temporary car park on a beautiful green space, The Moor in Central Berkhamsted and as part of that proposal to fell a number of ancient and historical trees, including a 250+ year old horse chestnut tree. Once these trees are gone, they will not grow back for generations. This a short term abomination of a beautiful community space. Home to wildlife and valuable to the welfare of local residents. The plan has not been thought through as the proposed entrance will be on a narrow corner of a narrow street causing unnecessary congestion when there are more appropriate alternatives including expansion/ extended use of current railway station parking, additional parking behind Woods Garden Centre / Well Lane car park, the proposed site of the Lidl development which is at present disused and cleared land. All of these represent viable alternatives to the destruction and felling of historic trees and parkland.
34 BRIDGEWATER ROAD,BERKHAMSTED,,,HP4 1HP	I object to the chopping down of very old trees to make way for this temporary car park. If the fare is able to use this land with the trees in situ then surely the car park can.
97 BRIDGEWATER ROAD,BERKHAMSTED,,,HP4 1JN	I strongly object to the removal of mature healthy trees on the Moor, for the purpose of a temporary carpark. Loss of use of a public green space, however temporary, should never be an option and the permanent loss of these trees is incomprehensible.
1 North Road,Berkhamsted,Hertfordshire,,HP4 3DU	<p>I should like to add my voice to those who have already expressed their concern about and objection to the felling of ancient trees on The Moor.</p> <p>I fail to see how this can be justified: removal of beautiful old trees apparently in order to improve sight lines for traffic using the proposed temporary car park for a few months only, when there are clearly other less damaging ways of managing this possible issue, eg temporarily introducing a one-way system in the area, signage, convex mirrors.</p> <p>I have also been informed that root damage could occur and cause problems. This improbable event could be avoided by a simple engineering solution.</p> <p>As you may be aware, public feeling is running high over this issue, and a bad decision of this nature will not easily be forgotten by the voting public.</p>
13 New Street,Berkhamsted,Hertfordshire,,HP4 2EP	<p>I have just become aware of the proposed plans to cut down the trees on the Moor so it can be used as temporary parking. This plan is an outrage as the space is used by the community on a daily basis. Taking this away from the community is taking away the heart of Berkhamsted!</p> <p>My partner and I have recently moved to area and one of the appeal was the green areas and we often walk down the canal</p>

	<p>to the moor! Now rather than seeing the picturesque trees and greenery, we will have temporary parking to look at!</p> <p>Surely there is another area which could be used. Do we really need the car park? Berkhamsted is not a big town and parking behind Tesco's and Waitrose appears to be adequate.</p>
12 Cromer Road,Watford,,,wd24 4du	I object to trees being chopped down at the best of times, but this is outrageous. 'Temporary'? Do you think people are stupid?
30 FRIARS FIELD,NORTHCHURCH,B ERKHAMSTED,,HP4 3XE	<p>Further to my previous comment I would refer you to the document; Berkhamsted Conservation Area, Character Appraisal and Management Proposal, published by DBC in 2015. Here is the link. http://web.dacorum.gov.uk/.../berkhamsted-conservationareacon...</p> <p>Paragraphs 5.25 to 5.39 mention the Moor and Trees in particular with recommendation that they should not be altered.</p> <p>Please can you justify the change in approach from this large and detailed examination of the environment of Berkhamsted.</p>
28 Coppins Close,Berkhamsted,Hertfordshire,,HP4 3NZ	<p>Planners - I object to you building - even temporarily - on the Moor in Berkhamsted. I believe strongly that your reasoning for the multi-storey car park is flawed and you will be destroying something important unnecessarily.</p> <p>It's clear that in Berkhamsted a multi-storey car park will be out of keeping. Why not go with Lindy W-Foster's exciting idea of an underground car park and a central pedestrian area?</p> <p>Berkhamsted deserves better than this. It pulls in the money for you; look after it and it will continue to bail you out.</p>
16 LOMBARDY DRIVE,BERKHAMSTED,,,HP4 2LG	<p>I object to the destruction of the beautiful and old trees to facilitate a temporary car park on the Moor. This is an important area of leisure rest and recreation in the town. The well-being of the area is enhanced by the trees. They also support wildlife.</p> <p>The plans for a temporary car park on the Moor must be one of the worst options that could have been chosen. Which raises suspicion about how temporary this land takeover will be.</p> <p>There are a number of alternatives to the Moor if a temporary car park is needed and that is debatable. Other objectors have laid out those options and I will not repeat them.</p> <p>The whole issue of car parking in Berkhamsted has been exaggerated and the elected representatives are in danger of destroying what makes the town so attractive.</p> <p>Please rethink this whole issue but at the very least preserve the trees</p>
1 SEYMOUR ROAD,NORTHCHURCH,B ERKHAMSTED,,HP4 3RQ	Hi, would just like to say that I completely object to the felling of the horsechest nut trees on the moor. I am a local tree tree surgeon (certified arborist isa) and know this is completely

	unjustified! There must be an alternative solution!? To say these trees are a category c when a local consultant (of which I know well and respect) says they are a high b is mystifying! Please can you think of alternative options.
15 DUKES WAY,BERKHAMSTED,,,HP4 1JP	I object to this application
18 CLARENCE ROAD,BERKHAMSTED,,,HP4 3BQ	I am objecting to his application regarding: "TEMPORARY CHANGE OF USE OF LAND TO CAR PARK PROVIDING 90 SPACES INCLUDING 6 DISABLED SPACES" on the grounds of the negative impact to the environment by the unnecessary, and permanent destruction of the ancient trees on The Moor. I cannot understand how it can be deemed acceptable to destroy trees, some of which I believe to have been in situ for over 200 years, all for a temporary parking solution? I do hope DBC listens to the residents concerns and looks for a better solution that doesn't destroy the local environment.
Castle Street,Berkhamsted,,,Hp4 2bq	We strongly object to the removal of any trees and the use of this land as a temporary car park. The moor is home to so much wildlife and is in constant use by locals enjoying the wildlife. It's the heart of Berkhamsted and the first thing you see when you arrive here at the station. Killing the homes of wildlife and removing ancient trees for a temporary car park just isn't an acceptable response. The other issue is the access to the car park. Castle St is already a very busy road and trying to cross at the junction with Mill St is hard enough as it's a blind corner. For anyone coming out at the same time as the morning or afternoon school coaches it is already pretty chaotic and this is going to make it unbearable. A better solution must be found. The station car park is rarely full and more often than not, half of upstairs is empty. There is surely some additional land slightly outside the town centre to accommodate the other users during the construction time.
9 SOUTH PARK GARDENS,BERKHAMSTED,,,HP4 1JA	The green space and trees are more important than parking. Access to the space is also either via a one way semi pedestrian road off the high street or a only just wide enough to be two way road with a blind corner at the canal end. Neither will be safe for pedestrians.
7 CASTLE HILL AVENUE,BERKHAMSTED,,,HP4 1HJ	I wholeheartedly object to this application. It is totally unnecessary. The only day in Berkhamsted where there is a problem with parking is Saturday. And yet this the day when the Station car park is virtually empty. An arrangement needs to be made either with the owners of the car park or simply to signpost people to park at the station during the works. I also feel that the use of The Moor in Berkhamsted as a temporary car park is a ridiculous idea. The road is very narrow. And only has a single lane entrance and exit at the Castle Street end. It would be dangerous to direct so many cars to this area. Particularly as there is a school in the street with young children. The Moor is used extensively by Berkhamsted residents for leisure purposes. And the destruction of ancient trees for temporary purposes is madness.
7 CASTLE HILL AVENUE,BERKHAMSTED,,,HP4 1HJ	The proposal is flawed in a number of aspects in my view; 1. There is ample parking space on a Saturday at the station and this could be used with less expense and no capital outlay

	<p>by the council. The difference in walking time to the town is around 3 mins.</p> <p>2. Other more innovative less destructive temporary solutions exist eg park and ride; use other spaces eg Majestic car park.</p> <p>3. The road is narrow, by a school and a main route to walk into town. The proposal will add danger caused by increasing traffic flow. See point 1 for a safer solution</p> <p>4. The moor is used extensively by families and all in the town for recreation</p> <p>5. Cutting the trees down and the reason given is frankly absurd. The fair has been parking lorries and large trailers safely for 20 years</p> <p>6. The proposal involves capital expenditure is is an expensive alternative to non capx solutions; see above</p> <p>7. No one believes this is temporary</p> <p>8. Business will suffer as less people are attracted to a town which will have 5 car parks within about a 2 mile square area.</p>
<p>18A DELLFIELD AVENUE, BERKHAMSTED, HP4 1DX</p>	<p>I object to mature trees being destroyed, the replacements for which which will take many generations to a similar size, for the sake of a temporary car park. Another objection to this proposal by a fully qualified and extremely experienced tree specialist identified that at least one of the trees is of particular importance..</p> <p>There are many other options as an alternative to using The Moor - a very attractive public space well used by the public including children using the newly refurbished playground - for example the station car park which is virtually empty at the weekend, or creating temporary additional layers of parking (in much the same way as at the station) in St Johns Well lane car park and the car park behind Tesco - this would have less impact on access and resultant traffic congestion, and also less impact on the environment, loss of public space and of course of such valuable natural assets as these trees.</p> <p>If there is no option other than to put the temporary car park on The Moor, then it is not clear why trees need to be moved at all for access - large vehicles already access this land when the regular fun fairs take place on it. And there are areas bordering the nuegjboiring road which could allow access without the need for removal of trees.</p> <p>I object strongly to this proposal.</p>
<p>137 GEORGE STREET, BERKHAMSTED, HP4 2EJ</p>	<p>Do the right thing, DBC. While many of us are in support of alleviating the undeniable parking issues, no one want to lose the Moor, temporarily or otherwise.</p> <p>Equally, the old and magnificently beautiful trees. Would a fading relic of Queen Anne's reign or the time of Marie Antoinette be pulverised because it only had a few years left? The scheme would be laughable if it wasn't actually real. Mad King George still had his American colonies when one tree first took root. How can something of this age be wantonly destroyed, in these times of architectural salvation? Are they not as important as buildings?</p>

	<p>Others have said everything before, much more politely than me. I fear the unthinkable is about to happen in the teeth of fierce local opposition.</p> <p>The gosh-darned irreplaceable TREES! The tranquil moor. The congestion on Mill Street, with the crooked one-car's-width near the junction. The kids' playpark. The schoolchildrens' safety. The right of the fauna to a peaceful existence - they've been there for a very long time, after all. The fact that temporary might not mean temporary. The local residents' right to enjoy their property without fear of damage and/or unacceptable disturbance. The fact that people want to park for free anyway. The point that there are other options being mooted. I'll go back to my initial request: please, DBC, do the right thing and ditch the proposal to occupy the Moor. We'll all be sorry if you don't.</p>
5 STATION ROAD, BERKHAMSTED,, H P4 2EY	<p>I wish to register my protest against the intended felling of the trees on Berkhamsted Moor.</p> <p>Please can you advise how trees with a preservation order in a conservation area can be reasonably be felled to make way for a temporary car park? It seems the town planners have a very perverse logic, reasonable requests for home improvements are constantly rejected in the conservation area on the grounds of it will affect the aesthetic (very questionable most of the time) yet the one thing that thousands of people see every day and genuinely enjoy you are intending to cut down. It is completely wrong this be allowed to happen.</p> <p>Why cannot the train station car park be used which always has plenty of spaces at the weekend? The cost of creating a temporary car park could surely be reduced in striking a deal with the owners AND an area which brings great pleasure to the community saved.</p>
8 EGGLESFIELD CLOSE, NORTHCHURCH, BERKHAMSTED,, HP4 3PB	<p>I object the the cutting down of these two trees. This is for a temporary car park. The notion of destroying something so ancient for a temporary fix is abhorrent. There are other access points to the moor that avoid the trees.</p>
57 SHELDON WAY, BERKHAMSTED,, HP 4 1FG	<p>Keep the trees and the open space!!! No more car parks</p>
28 BRIDGE STREET, BERKHAMSTED,, , HP4 2EB	<p>The moor is used by everyone , it's always busy. How could you think tearing own old tree for a car park that won't be there long , is a good idea? It's disgusting</p>
28 CASTLE HILL AVENUE, BERKHAMSTED, ,, HP4 1HJ	<p>It is appalling that the removal of mature trees is being proposed for a car park that will only last a few months. It is also unnecessary and shows considerable lack of imagination by the designers. There is space for access to the Moor already, at present access place and also at the other end nearer the stream. If road access is a concern why not make Mill Street one way temporarily? Then could have narrower in and out roads to carpark. If there is no solution that doesn't involve cutting down the trees then the council must find another site.</p>

7 CEDAR WAY, BERKHAMSTED,,, HP4 2LD	It is a disgrace to destroy trees for a temporary car park that should never have been allowed on our beautiful common.
39 Durrants Road, Berkhamsted,,, HP4 3PG	<p>I'm a local resident of Berkhamsted and moved to the area about 15 years ago, from Luton. This is a lovely and beautiful place to live, full of history and life.</p> <p>I understand some changes need to go ahead to develop the infrastructure of the small but busy town, even though I (and many others) disagree with them, e.g. the new car park in the town centre. However, I don't understand, and nor am I willing to condone the alteration and destruction of the aged trees on the moor, to make way for a TEMPORARY car parking area. Surely the monies planned for this could be invested in making the building of the new car park more efficient, rather than changing a natural landscape temporarily?</p> <p>Dacorum has plans to reduce road traffic and yet we are seeing more changes being put in place to allow traffic to increase in the centre of this town, rather than improving public transport links. And, with these changes, we're seeing plans to destroy these healthy and valuable public spaces. These contradictory efforts are so similar to changes I saw in Luton many years ago, where there is huge regret about the loss of open spaces and historical buildings.</p> <p>Please don't make the same mistake by allowing these trees to be felled. The moor is well-used, particularly in warmer months, and a central open space for everyone, as well as a welcome sight to visitors via train.</p> <p>I hope you see sense to maintain this beautiful area and impress the need on your fellow colleagues as well.</p> <p>Very best wishes with your plans and your work for our towns.</p>
52 Lower Kings Road, Berkhamsted,,, HP4 2AA	I am writing to ask you not to support the plan to cut down trees on the Moor in Berkhamsted to facilitate parking in a temporary car park. The Moor is heavily used and much loved by residents and visitors and to damage its beauty for such a purpose seems not in the best interests of those whom use it and the environment in general. It is bad enough to be losing the use of this valued place for many months and appalling that long term harm damage should deliberately be done to it with the support of our local government officers and elected representatives.
TREETOPS, DARRS LANE, NORTHCHURCH, BERKHAMSTED, HP4 3TT	I STRONGLY object to this, this is our town, the people do not want to see the destruction of trees that have taken years to grow, why don't you listen to the people you are supposed to represent?, These trees have been here long before us, and should be left alone, you don't always have to destroy things to be seen to be making progress. Listen to the people that voted you in.
IVY TODD, NORTHCHURCH	What a terrible state of decision making Dacorum has if ancient trees are going to be cut down for to allow temporary

COMMON,BERKHAMSTE D,,HP4 1LR	car park to be placed there instead. Shame on the council if this goes ahead. Nobody wants these old trees rich in history to be cut down!
56 Wedmore Gardens,London,,,N19 4SZ	As a regular visitor to Berkhamsted I was very upset to hear of plans to cut down 300 year-old trees in Moor Park to make way for a temporary car park. We should be protecting nature not destroying it. This seems to be a terrible decision and I hope one that will be reversed.
17 LINCOLN COURT,BERKHAMSTED,,,HP4 3EN	I have no objection to temporarily using the Moor as a car park as long as it does not necessitate cutting down any of the mature trees on the site. These trees are precious and will take years to grow again or to start from replanted small trees to the maturity of the current trees. If you cannot avoid damaging the trees then I do object to that site being used at all as a temporary car park.
5 St Edmunds,Berkhamsted,Herfordshire,,HP4 2HS	<p>I wish to bring to your attention my objections to the short sighted to cut down the Moor trees in Berkhamsted, for of all things, a temporary car park https://www.hemeltoday.co.uk/news/outrage-over-plans-to-chop-down-ancient-trees-for-a-temporary-car-park-in-berkhamsted-1-8649090</p> <p>To begin with, the Moor is a haven for wildlife, Foxes, birds & squirrels can all be observed and not to mention the local Herons & visiting Canada geese, if this were not bad enough the suggestion that you will tear down the trees including one estimated at being over 247 years old is quite frankly amazing to me.</p> <p>In the last 20 years the nature of Berkhamsted has completely changed, this sort of idiocy will further contribute to the decline of the character this once charming & quiet town.</p> <p>If you need a temporary car park, then put it somewhere else, if that is slightly further away and, heaven forbid, people might have to walk for 10 to 15 minutes to the shops, then so be it, please reconsider this decision that will further contribute to the urbanising of this town.</p> <p>If I wanted to live in outer London, I would move there & blame myself, however I would rather stay put, if you would just do your best to stop destroying the fabric of the town that I have made my home.</p>
15 QUEENS ROAD,BERKHAMSTED,,,HP4 3HU	I strongly object to The Moor being used as a temporary car park and the cutting down of the mature trees. Berkhamsted is a lovely historic town, but is in danger of losing it's character because of thoughtless, unimaginative planning. Furthermore, there is a popular play area close to the proposed carpark area and the children using this will be exposed to deadly pollution from the car exhaust fumes.
4 NEW PROVIDENT PLACE,BERKHAMSTED,,,HP4 2TS	Your complete selfishness astounds me.
2 DELLFIELD CLOSE,BERKHAMSTED,,,HP4 1DS	The moor is used a great deal by the community and should not be used as a car park. Felling the beautiful trees would be unforgivable.
41 CHAUCER CLOSE,BERKHAMSTED,,,HP4 1DS	As a resident of Berkhamsted and appalled at the proposed act of irrevocable barbarism of cutting down trees, some of

HP4 3PP	<p>which are over 250 years old to make way for a TEMPORAY car park. Cutting down these trees will significantly impoverish the town and particularly the lovely open green space of the Moor.</p> <p>The proposed sighting of a temporary car park on the Moor is ill-advised. The proposed Multistory Car Park is not needed and will bring more congestion and pollution to the town.</p> <p>Please rethink your whole plans. Try to have some real vision for a 21st Century Berkhamsted that does not involve cutting down trees and clogging our roads with traffic.</p> <p>Please look at options for Park-and Ride, improved public transport and safe cycling.</p>
11-12 NEW STREET,BERKHAMSTED,,HP4 2EP	<p>Taking down a healthy 250 year old tree is an act of environmental vandalism. I don't agree but understand there has to be a temporary car park, however I fail to accept you need to destroy such wonderful trees to do so. It reminds me of boroughs of London when any excuses was used to fell healthy trees in order to negate the expense of maintaining them in the future. Surely they become more valuable with the additional Co2 that will be produced in the area with all the cars being parked there?</p>
11 STATION ROAD,BERKHAMSTED,,,HP4 2EY	<p>I am horrified to learn you are to cut down ancient trees for the sake of a temporary car park. It is absolutely unnecessary as there is space either side of the trees for cars to enter and exit. It's bad enough that you are using this beautiful public space for parking, and ruining it probably for several years to come. My children love playing there and it is the first thing visitors see when they get off the train. How tragic to ruin it for car parking. I hope people will boycott it and it will remain empty.</p> <p>But PLEASE do not allow the trees to be cut down, they are a part of Berkhamsted history and should be protected like historic buildings are as they cannot be replaced.</p>
9 TREVELYAN WAY,BERKHAMSTED,,,HP4 1JG	<p>I object to the cutting down of the ancient trees just to provide a temporary car park. There should be no need to sacrifice these trees. Surely we can work around them.</p>
SOUTH LODGE,SHOOTERSWAY LANE,BERKHAMSTED,,HP4 3NW	<p>The Moor is a recreational area, one of only two in the central Berkhamsted area, well used by children, walkers, exercise classes, the circus and many more. the Moor is part of the rural beauty of Berkhamsted having the Grand Union Canal passing it. Even temporary use of the area as a car park will damage the area visually and deprive residents of a valuable facility. The idea that you are considering cutting down trees immediately means that you are doing permanent damage and change to the area. Ultimately replacing a 200 year old tree with a 2 year old sapling is not restoring the area to its original condition. Please do not allow the Moor to be used as a car park, temporary or otherwise. Consider a park and ride scheme if additional car parking is required.</p>
23 Torrington Road,Berkhamsted,Hertfordshire,,HP4 3DB	<p>I feel very strongly that two old trees, and one very old tree, should not be cut down for a car park that will only be there for a year. The trees add much needed green calmness to the moor and are a valued part of our town.</p> <p>Traffic coming on Mill Street will be travelling very slowly on that extremely narrow road and I am sure that the trees would</p>

	not cause any accidents.
7 MARLIN CLOSE, BERKHAMSTED,,, HP4 3JX	<p>I am outraged at the proposed plan to cut down trees and destroy a beautiful part of Berkhamsted, all for a temporary car park. Would you know down houses of this age in order to build a car park? No! Trees are a vital part of our lives. I use the local trees to share nature with my children and reduce anxiety for them. This tree in particular should be honoured and revered. The Moor is a site for families to gather and play, to share wonderful times. As toddlers, we fed the ducks and played in the playground. All that wildlife will be distrusted and destroyed.</p> <p>Not to mention the fact that there is a school a stones-throw away; increasing traffic will put these children at risk.</p> <p>I will not stand by and watch this tree or this land be wrenched from our community.</p>
27 LOMBARDY DRIVE, BERKHAMSTED,,, HP4 2LQ	<p>This is such a bewildering proposal I cannot begin to understand how anybody could consider it to be in any of Berkhamsted residents' interests.</p>
11 ST FRANCIS CLOSE, BERKHAMSTED,,, HP4 3FQ	<p>I object to the proposed plan to place a temporary car park on The Moor and cut down some or all of the trees on Mill Street. However temporary the car park may be, the track bed or temporary surface will cause irreparable damage to the grass and soil underneath. This damage will likely be in the form of destruction of the grass needing it to be replaced; localised water-logging in the winter where the temporary surface dips in winter, leading to the ground needing to be repaired; damage through combustion engine pollution, leaking car oil and other fluids leaking into the ground requiring a pollution clean-up when the car park is removed. I would ask the council to provide evidence of how a professional clean-up, repair and restoration of the ground and grass would take place after the car park is removed.</p> <p>I would ask the council to provide a further independent assessment of the "poor condition of the trees" as they do not appear on face value to be in poor condition at all. The trees would take tens of years to replace and restore. I would ask the council to provide full evidence of a plan to replace the trees when the car park is removed, providing full mitigation of the displaced wildlife in the meantime.</p> <p>I would ask the council to provide full evidence of a well-resourced plan to deal with any extra ground and water pollution arising from all the extra combustion vehicle traffic using the moor land. How will car fluid leaks be cleaned up and managed?</p> <p>Surely a better plan would be to offset the temporary loss of the Lower Kings Road Car Park by providing extra temporary cycle docks throughout the town, a small fleet of mini-busses to provide shuttle services from the surrounding villages and neighbourhoods to the town centre. Something akin to a 'Replacement Bus Service Plus' with shuttle mini busses running every ten or twenty minutes and coordinated with the existing bus services to provide an excellent public transport alternative during the closure of the Kings Road car park.</p> <p>From looking at maps, plans and the location, it is not clear why the entrance would need to be between those two trees</p>

	<p>therefore requiring them to be cut down. Please could the council provide evidence as to why the entrance could not be located further down the road towards the canal?</p> <p>Mill Street is quite narrow and has no pavement at the bottom of the street closest to the canal. I believe the extra vehicular traffic would cause increased danger to the public, particularly school children in the area. I do not believe the council have provided sufficient risk mitigation to protect the public in the area. This would include the public trying to "share" the moor area with the traffic. Please can the council provide evidence of risk management to protect pedestrians and cyclists from the increased road traffic in the area.</p> <p>For what reason could the temporary car park not be located further out of the town, e.g. un-developed Lidl site at Billet Lane, River Park Industrial Complex, un-used development site at Durrants Lane (including a fully built car park!), temporary space off Chesham Road or Kingshill Way, un-used car parking/yard capacity at Sportspace Berkhamsted Leisure Centre. Any of these locations (including the fully built car park at Durrants Lane!!) could be used nearly as-is with a shuttle bus service provided to the town centre. I would like to see evidence that the council have considered some or all of these alternatives as well as any other alternatives before resorting to the use of The Moor.</p>
<p>70 CROSS OAK ROAD, BERKHAMSTED, H P4 3HZ</p>	<p>At the outset I'd like to register my objection to firstly using The Moor as a temporary carpark and secondly to the felling of ancient and mature trees to make way for this temporary carpark.</p> <p>Dacorum council seems hell bent on ignoring the concerns of Berkhamsted residents, the imminent building of a multi-story carpark that has lead to this application already seems to have been forced through against the will of a significant proportion of people in our town.</p> <p>Now Dacorum not only want to use a valuable community resource and children playground as a carpark, but unbelievably also want to cut down beautiful trees that have been part of Berkhamsted's history for 250 years!</p> <p>Dacorum council should be improving the environment for it's residents not actively increasing pollution by encouraging more cars into a geographically constrained town, permanently degrading a lovely public space by killing our centuries old trees and depriving children of a play area for a protracted period of time.</p> <p>If Dacorum is worried about cars gaining access to a temporary carpark due to the proximity of trees? What about worries due to the proposed carpark's proximity to the school which is immediately opposite, hence bringing a dangerous increase in traffic whilst children use the same road for walking to classes.</p> <p>Dacorum please stop destroying and defacing our town.</p>

<p>5 ORCHARD AVENUE, BERKHAMSTED,, HP4 3LG</p>	<p>I strongly object to this proposal on the following grounds.</p> <ol style="list-style-type: none"> 1. The proposal is to use the Moor as a temporary car park, however removal of these trees will have a lasting and significant impact that is disproportionate to the short-term benefits. 2. It is not clear that removing these trees is the only option to use the Moor as a temporary car park. 3. The car park that is being replaced is not heavily used - especially during the week. Berkhamsted could survive without it for a limited period. In common with other modern forward looking towns and cities the council should be discouraging the number of cars that enter the town. 4. At the weekend the station car park is largely empty. 5. When the the multi-story car park was approved the impact on the Moor was not taken into account. 6. The decision to approve the multi-story was already taken in the face of strong objections from Berkhamsted residents and this additional environmental impact should have been taken into account. <p>I do hope that the council reconsider this proposal and prevent what is already a poor decision from an environmental, conservation and sustainability perspective into an even worse one.</p>
<p>15 KESTREL CLOSE, BERKHAMSTED,,, HP4 2HY</p>	<p>I support the temporary use of the land as a car park (provided it is indeed temporary) whilst the multistory is being built. However I absolutely object to the felling of trees to access the site. The trees have stood there for around 100 years and felling them for this purpose does not appear to be soundly justified given the ample space around them which could be used for access. If there are concerns about visibility, the road is a slow one already calmed through speed bumps, which reduces the risk. Temporary traffic lights or convex mirrors could reduce the risk further, or implementing a one way system for traffic flow in the area via the three in/out routes on to George street and around the Tesco car park. Please leave the trees as they are and find alternative means to solve this temporary issue.</p>
<p>50 Cross Oak Road, Berkhamsted, Hertfordshire,, HP4 3HZ</p>	<p>I would like to strongly object to the felling of the trees on Berkhamsted Moor.</p> <p>To remove ancient trees which enhance the area for a temporary car-park is absolute madness.</p> <p>Anyone using the temporary car park will be in smaller vehicles than the regular fair ground uses so I can't see any reasons why trees would need to be felled for access reasons.</p> <p>We need more, not less trees, in this area with the pollution on Lower Kings Road growing by the day.</p> <p>Please leave the trees alone.</p>
<p>6 COVERT CLOSE, NORTHCHURCH, BERKHAMSTED,, HP4 3SR</p>	<p>I cannot believe that Dacorum is planning to pave (temporarily or otherwise is irrelevant) the main green space in Berko center. The removes a vital lung for Berkhamsted residents, and only benefits people from outside the town.</p>

	<p>There is ample parking around the station which is more than sufficient during the other works.</p> <p>I question whose interests our councillors are defending: The residents of Berkhamsted who elected them, or someone else?</p> <p>DBC need a serious injection of common sense.</p>
9 WESTRIDGE CLOSE,HEMEL HEMPSTEAD,,,HP1 2BA	<p>As a regular driver into Berkhamsted I can't understand the need for a multi-storey car park. It's such an overkill for a beautiful town like Berkhamsted. I never struggle to park and come in at weekends and midweek during the day and evening. Paving a park even temporarily is criminal in my opinion.</p>
Candlemakers Cottage,Church Lane,Berkhamsted,,HP4 2AX	<p>I see, with horror, that four mature chestnut trees are due to be cut down to make room for a TEMPORARY car park, while the multi-storey car park is being constructed in the Waitrose car park.</p> <p>Please reconsider this needless act of vandalism. Surely a way can be found to accommodate vehicles on the Moor without chopping down four beautiful and old trees?</p> <p>Or is there something more sinister going on? Is the Moor destined to become a permanent car park? If so, this would be a disgraceful and underhand way of increasing car parking in Berkhamsted without public consultation.</p>
6 EMPEROR CLOSE,BERKHAMSTED,,, HP4 1TD	<p>I object to the proposal to fell trees, including a 250 year old horse chestnut, in order to provide access for a temporary car park</p>
8 QUEENS ROAD,BERKHAMSTED,,,H P4 3HU	<p>The Moor is a beautiful open space in the centre of town, which will be forever spoilt if the temporary car park goes ahead, not to mention the increase in traffic on mill street and the loss of an open space for kids to play during the time the temp car park is in operation. I feel disappointed that the council don't think more radically about car parking. Do we really need the multi story car park anyway? Berkhamsted would be a better place with fewer cars. I think we should start now to encourage people not to drive into town where possible rather than build a new car park which will be full again in a few years. Could the council do more to invest in / subsidise / promote public transport (the 500 arriva service has just cut its service through berkhamsted, making a shocking service even worse!)</p>
36 CASTLE HILL AVENUE,BERKHAMSTED, ,,HP4 1HJ	<p>Mill Street is the main road that Berkhamsted School children walk along to get to their games lessons at Kitchener's Fields every day How can we have a temporary car park built here? This is a disaster waiting to happen.</p>
Westmount Gravel Path,Berkhamsted,Hertford shire,,HP4 2PJ	<p>I have just walked past the trees on Mill St in Berkhamsted that you are planning to cut down as part of the plans for a temporary car park. I do not understand why? They do not block any views coming onto Mill St from the car park. 250-300 years old and you are thinking of chopping them down for a temporary car park, unbelievable.</p>

<p>Drumnessie,Ivy House Lane,Berkhamsted,Hertfordshire,HP4 2PP</p>	<p>I reference the following petition link https://goo.gl/2Nr9Xq and wish to raise my concern at the action to fell trees for access to a TEMPORARY carpark (noting the one being build is also extremely unpopular with the locals hence felling these trees really does add insult to injury!).</p> <p>Has a park and ride not been considered? Why can cars not be parked a little further out of town?</p> <p>I really do plea for you to make alternative arrangements, consider the neighbourhood and views of local people.</p>
<p>25 Orchard Avenue,Berkhamsted,Hertfordshire,,HP4 3LG</p>	<p>I've just heard of the plans to fell a number of trees in Moor Park, Berkhamsted, to allow a *temporary* car park.</p> <p>I am just flabbergasted! The trees are more than 10m apart - plenty of room to squeeze through multiple cars. And I am sure that, with some thought, a solution can be found to retain the trees whilst allowing the car park.</p> <p>What options have been considered please?</p> <p>These trees are hundreds of years old and I would argue we do not have the right to remove them for future generations.</p>
<p>Yew Tree House,North Road,Berkhamsted,,HP4 3DU</p>	<p>I am writing to you regarding the proposal to cut down the beautiful trees on the Town Moor in Berkhamsted. I have only just heard of the proposal and I am incredibly shocked by it and very saddened. All of our neighbours and friends also feel the same way when we talk to them. The trees are such a strong feature of this area of Berkhamsted and it feels like a very disproportionate response for a temporary car park. It feels like the whole area is being decimated with the Multi Storey car park and now this proposal too.</p> <p>Surely it is important to try to keep the integrity of a historic town. If all of the large fair vehicles can access the town moor would it not be accessible for cars too ? Can I also ask what provision is being made for the open children's play area on the town moor? How will this area be kept safe with hundreds of cars coming in and out everyday? As a resident of the town who's family will grow up here I ask you to please re consider the options as it will change the dynamic of this area for ever.</p>
<p>2 NEW STREET,BERKHAMSTED,,HP4 2EP</p>	<p>Please don't destroy the beautiful trees in this area. They are historic ancient trees of true value to the town. Their distruction would be counter to your own policies set out in https://www.dacorum.gov.uk/docs/default-source/environment-street-care/tree-policy-april-2015.pdf?sfvrsn=0</p> <p>A Summary of the Trees and Woodlands Policies Policy 1 The Council will value our heritage of trees, both those retained from past agricultural land use and those planted as part of our</p>

	<p>townscapes.</p> <p>Policy 2 The Council will, wherever possible, retain and enhance tree cover within the Dacorum Borough landscape.</p> <p>Policy 3 The Council will undertake and record routine tree inspections, to the tree stock for which it has a responsibility.</p> <p>Policy 4 The Council will undertake such works as considered necessary to maintain public safety within areas of public access</p> <p>Policy 5 The Council will endeavour to take some action in response to residents' concerns about trees, however, felling or pruning work will be constrained by:</p> <ul style="list-style-type: none"> ? Good practice as defined by BS 3998: 2010 - 'Tree work - Recommendations' ? Available Funding ? The Council's system of prioritising work ? Existing site management plans <p>Policy 6 Where major programmed works are proposed the Council will provide information to local residents.</p> <p>Policy 7 Management of Borough woodlands will be undertaken to achieve the following objectives:</p> <ul style="list-style-type: none"> ? Public safety and access ? Nature conservation <p>Policy 8 On land for which it has responsibility, the Council will, where able, plant a new tree to replace one that has been lost.</p> <p>Policy 9 In order to provide residents with excellent value, the Council will procure the highest quality of tree work services at the most competitive rates.</p> <p>Policy 10 On land for which it has responsibility, the Council will identify ancient trees and undertake any work needed to retain or restore their historic, aesthetic and conservation value.</p>
<p>3 TOMS HILL CLOSE,ALDBURY,TRING,, HP23 5SL</p>	<p>To use this site as a car park and to cut down lovely old trees for something temporary must be one of the worst planning decisions. The access road is narrow, bendy and runs past a school. The children's playground at the side of the site was recently refurbished. Why cut down the trees? Surely they are not in the way. Did anyone consider alternatives such as leasing spaces in the station car park? It is never full.</p>
<p>The Chippings,Berkhamsted,He rtfordshire,,HP4 3NW</p>	<p>Please spend some time today listening to the voices of the people of Berkhamsted. We do not want the Moor used as temporary parking and we would be horrified if you agree to the felling of the perimeter trees.</p> <p>This is not a suitable location for an increase in traffic and will result in frustration for drivers and danger for school children. Please cancel the plans for a plastic temporary car park.</p> <p>Please negotiate with the station to compensate them to provide free parking on Saturday and Sunday. Please also provide a double loop bus service which runs 7-7 mon to sat at £1 per trip with a tracking app. Contact me for more info - this is precisely what we need.</p>
<p>1 New Street,Berkhamsted,,HP4 2EP</p>	<p>Myself my wife and my 2 sons who play in the park at The Moor in Berkhamsted would like to strongly object to the proposed felling of the old horse chestnut trees to make way for a car park.</p> <p>This is a beautiful green space by the canal for all to enjoy and</p>

	<p>should remain that way.</p> <p>We urge you not to cut these trees down! Find an alternative solution.</p>
Overburnts,Cholesbury Lane,Cholesbury,,HP23 6ND	<p>We wanted to object to the proposed temporary carpark at The Moor I. Berkhamsted on a number of counts. It's proximity to the school and the extra traffic the carpark will bring to an already difficult access route. The carpark can only be accessed by the route next to Tesco which takes cars down Mill Street where the boys have to cross the Road regularly. The added pollution that the extra traffic will bring is of great concern . The damage to a geeen space and the newly installed children's play area is totally unnecessary .we cannot conceive that an additional 315 car park spaces is necessary in Berkhamsted at all .</p> <p>Has the council not conceived that Berkhamsted is an already overly congested town with incredibly limited access roads due to the geography of the area.. . We could not object more strongly to the temporary carpark and the multi-storey carpark.</p>
66 VICTORIA ROAD,BERKHAMSTED,,,H P4 2JS	<p>I have absolutely no idea why anyone would want to build on an area such as the Moor. There is no need for any form of temporary car Park most of the existing car parks are never full anyway. It is a wonderful area of green space that people who live in and out of Berkhamsted use. I would like to register my total objection</p>
8 TURNER COURT,HIGH STREET,BERKHAMSTED,, HP4 3ZE	<p>The Moor is the face of the town, it's what Berkhamsted is all about - family tme, lovely canal walks, green spaces. We need more of these, not less. This is not acceptable, not even as a temporary measure. Cannot believe somebody would see sacrificing this unique green space for the sake of 90 cars - outrageous! And following the recent global warming report too - let there be 90 cars less for a while, all will be better off for it.</p>
114 BRIDGEWATER ROAD,BERKHAMSTED,,,H P4 1ED	<ol style="list-style-type: none"> 1. There is presently an over supply of on street and parking lot spaces in Berkhamsted, so there is likely to be sufficient spaces during the redevelopment of the existing parking lot. 2. At the weekend there is many free spaces at the train station parking lot. 3. The council should be encouraging people to walk and/ or take public transportation into town rather than driving. If there is a shortage of parking spaces. 4. The environmental impact to the moor and the surrounding air quality far outweighs the requirement for a extra parking spaces. Given the location of the lot, right next to a children's school the negative impact on air pollution is important given the potential health problems this might cause the children. 5. The access to the propesed lot is down a very narrow street. This is going to cause traffic jams and is also potentially dangerous for other road users including pedestrians including children who use the playground and canal, and also the school children attending Berkhamsted school.

	<p>6. This is a Beautiful stretch of green land and is the first area seen by visitors on the train. The view will be ruined by the parking lot.</p> <p>7. There are few large recreation grounds in the centre of town. This is a well used and enjoyed area for sports and leisure. This should be a priority for the counsel to promote due to the positive impact on the health of the community.</p>
2 Castle Hill Avenue, Berkhamsted, Hertfordshire, HP4 1HJ	<p>Please do not remove the threatened chestnut trees on Berkhamsted Moor. They are an important element in the beauty of this well-used, popular park at the centre of our town. One is over 270 years old and quite magnificent.</p> <p>I have read that the issue is visibility when entering and leaving the temporary parking on the Moor. I would argue that it will be virtually impossible to speed on the minor road that runs along the Moor at that side: progress will perforce be slow. Drivers will be able to assess the situation, as they will have to proceed cautiously.</p> <p>The trees are not diseased and have many more years of life left in them. If replacements were eventually put in place, it would be many years before they reached the maturity and beauty of the existing threesome. It is a case of short-term expediency versus quality of life.</p> <p>Please leave them in peace for all of us to enjoy.</p>
ROSEBANK, DONKEY LANE, TRING, HP23 4DY	<p>I wish to strenuously object to the use of the Moor at Berkhamsted being used as a car park. Temporary or not. This is land used constantly for exercising /dog walking /picnics/general enjoyment. Dacorum have already built too much in Berkhamsted. The town is well on the way to being ruined. Please reconsider this calamitous decision. Thank you</p>
64 VICTORIA ROAD, BERKHAMSTED, HP4 2JS	<p>I object to the temporary car park being built on the moor in Berkhamsted. The moor is a beautiful area with a park and trees.</p> <p>If the temporary car park goes ahead It will be an eyesore and one of the first views you get when you come out of the train station. There are plenty of spaces available at the train station car park so maybe liase with them to provide cheaper car parking using the money you would have spent on the temporary car park and the permanent multi storey one. I think the people who made the decision about the temporary car park and the permanent multi storey car park do not even live in Berkhamsted and would not realise what an impact this would make on the town.</p>
46 GOSSOMS END, BERKHAMSTED, HP4 1DF	<p>Access by car to the Moor is extremely difficult. I would be very surprised if the Junction of Mill Street and Castle Street can handle any increased traffic load - it has difficultly with the current load. Mill Street is very narrow, has speed ramps, and cuts through Berkhamsted School. What did your feasibility study show? I would be interested in the details.</p> <p>The recently rebuilt children's playground will no longer be attractive to children and parents because the air quality will</p>

	<p>be affected in the area of the car park. Why improve the children's playground only to ruin it for two years?</p> <p>Are there no better solutions such as park and ride or asking businesses and residents if they have spaces they can offer on a temporary basis?</p> <p>I have also seen reference to the fact that Berkhamsted does not even need a multistorey car park.</p> <p>I would be interested in your views</p>
26 BRIDGE STREET, BERKHAMSTED,, HP4 2EB	<p>Outrageous. This is a beautiful piece of nature that is heavily used and relied upon by our wildlife. You are effectively saying you do not care about our wildlife and are happy to destroy their habitat in order to park cars. Disgusting.</p> <p>Where do you propose they all go, what are your plans for them??? We must preserve our wildlife and also this great place where we regularly all walk our dogs.</p>
Hillcroft, Kingsdale Road, Berkhamsted, Hertfordshire, HP4 3BS	<p>I have no basic objection to the concept of The Moor being used as a temporary car park if no other site is feasible. However, to hear that this intended use is prospectively to involve the removal of old established trees that are part of the character and fabric of Berkhamsted is appalling to me. I can remember well these trees from my time at school in the late 1950's.</p> <p>I am a resident in the town and have been for some years now and it is a rarity to find mature established trees close to the centre of town. They add something special to the environment both aesthetically and practically as they soften the surrounding hard landscape and to contemplate their removal simply because the land they fringe is to be used for a temporary activity is in my view irresponsible and ill-conceived. I can think of no convincing argument that could support the idea of their removal. I am advised that the trees represent no risk to the public in terms of their general health so there is no argument that can be supported on those grounds.</p> <p>It appears that the driving force behind the idea of their removal is visibility for vehicles having egress from The Moor. What an extraordinary reason for promoting such drastic action. Mill Street itself is a narrow road and already has in place speed bumps largely because it is a regular thoroughfare for the school. If there is any substance at all in the suggestion that visibility is slightly affected then surely the obvious and less disruptive way of dealing with this is an appropriate mirror on the opposite side of the road to the entrance, far less damaging than considering the destruction of mature trees as a temporary remedy.</p> <p>I am very much opposed to such precipitate action for the reasons I have set out.</p>
9 Lower Kings Road, Berkhamsted, Hertfordshire,, HP4 2AE	<p>I agree the site is sufficient for the use of a temporary car park, but the felling of beautiful old trees seems extreme for a temporary solution. There is enough room for the parking spaces without getting too close to the large trees and giving</p>

	<p>them a few metres of room to prevent damage to their roots. The park will never look the same again if they are felled and walking along the beautiful canal won't be as picturesque.</p>
<p>TANGLEWOOD,FRITHSD EN COPSE,POTTEN END,BERKHAMSTED,HP4 2RQ</p>	<p>I strongly object to this proposal on three points:</p> <ol style="list-style-type: none"> 1. Increased traffic down Mill Street poses a significant danger to school children. This road is already problematic with regards to traffic. The road runs directly through the school grounds and students are frequently crossing the road. Current traffic suffers regular jams and the access to the road at both ends is difficult. If any of your staff have visited the site and tried to drive down this road they would immediately see that the proposal to increase traffic volumes is unfeasible and dangerous. 2. The green space of the Moor is regularly used by the local community and removing this space will impact the community negatively. 3. Damage to the Moor and the surroundings will take several years to recover. If any trees are removed in the process that will take decades. This is unacceptable in a central location of the town.
<p>IVY TODD,NORTHCHURCH COMMON,BERKHAMSTE D,,HP4 1LR</p>	<p>I object to this temporary car park being located here. Bringing traffic congestion to this area for 6 months will cause chaos. Already there is congestion in this area at drop off and pick up school time. More cars, noise and pollution will be brought to this calm open space, which will be detrimental to the wildlife and the people who use the space regularly for enjoyment. The noise from the increase in car movement in the area will be a nuisance for the wildlife and the neighbours. The Ancient Tree roots will suffer from the weight of the cars driving over them to enter the park.</p>
<p>35 HOLLY DRIVE,BERKHAMSTED,,, HP4 2JR</p>	<p>I feel the plan is flawed based upon the location and access/egress , from Mill Street into Castle Street. The other reason I am objecting , is the Moor is a Medieval piece of land which has historic significance and should be protected , rather than decimated by vehicles. The Moor is also the first thing visitors arriving on the train see, when they leave the Station !</p>
<p>6 CASTLE GATEWAY,BERKHAMSTE D,,,HP4 1LH</p>	<p>The Moor is one of the only green spaces in central Berkhamsted, providing a place for children & families and a break from the increasingly built-up streets of Berkhamsted. The 'temporary' car park will destroy this. Perhaps cynically I doubt it would ever be returned to a green space once the change of use had been established. Let's keep this green space for people to use and enjoy! Brownfield sites, like that next to Majestic, would surely be more appropriate.</p>
<p>4 ADMIRAL WAY,BERKHAMSTED,,,HP 4 1TE</p>	<p>The entire basis for building new car parking spaces in berkhamsted is based on faulty and outdated thinking. speaking to most residents of berkhamsted they have no problems parking on a daily basis, why is the council so entrenched in this antisocial mindset, putting cars first at any cost. the council seems desperate to waste large amounts of money on something unneeded and unwated. the underlying idea is completely faulty. the whole thing reeks of corruption building something this expensive for which there is no need, I hope there is an investigation into those behind it to</p>

	discover the real reason for this awful plan
15 ORCHARD AVENUE,BERKHAMSTED,,HP4 3LG	The desecration of this widely used and popular green space for a temporary car park is little short of vandalism. Berkhamsted has very few such areas and this one is the first thing visitors see when arriving by train. It is a favourite play area for children and recreation area for families and dog-walkers. Access to the proposed car park is via a very narrow street which also serves the local boys school. Huge traffic congestion is inevitable to say nothing of risk to the schoolchildren. Moreover this is an expensive venture when other options are available - the under-used station car park, the area around the castle or even an out-of-town park and ride - which would be less disruptive. Finally I would like to say that I consider the original plan to build a multi-storey car park off Lower Kings Road (the reason for the temporary car park) to be ill-considered and adopted without proper consultation locally. This is also bound to cause massive traffic congestion. I think the project should be rethought and other solutions considered.
72 GOSSOMS END,BERKHAMSTED,,,HP 4 1DJ	Have you approached local businesses/landowners about renting some space on a temporary basis? For example, the Catholic church has a huge car park, has anyone approached them? As I understand it The Moor is common land and belongs to the people of Berkhamsted, the majority of whom are appalled about the damage and pollution a temporary car park will cause to a children's play area and the environment around the canal. In addition the congestion this plan will cause around Mill Street doesn't bear thinking about.
59 GEORGE STREET,BERKHAMSTED,,HP4 2EQ	59 George street massively objects to this. Ruining a piece of land that is enjoyed by all. Wildlife would be massively effected along with the fact it would take years to recover.
17 FALCON RIDGE,BERKHAMSTED,,,HP4 2HJ	Mill Street and Castle Street already struggle to cope with the level of traffic. The junction of Mill Street and Castle Street is narrow with poor viability and pedestrians trying to cross find it difficult already. Building a car park requiring greater use of this road is a terrible idea and one which could create dangerous situations. The moor is beautiful and is one of the first things visitors to our town will see. Alternative structures should be looked into. Shuttles running on a loop taking in some of the hillier estates would be a great idea.
22 UPPER HALL PARK,BERKHAMSTED,,,HP4 2NP	Despite the amendments made as a result of public pressure to preserve the trees, I continue to object to the loss of this much valued and well-used recreational calm and peaceful open space in Berkhamsted and call on the Council to pause and review the plan with further consultation with local residents as there has not yet been sufficient consideration of alternative options. Use of the Moor for car parking will increase congestion and air pollution in the area. Sharing the space with a children's play area and the close proximity of the school on both sides of Mill St presents safety risks for pedestrians. Children's developing lungs are particularly vulnerable to the health impacts of air pollution, there is also now evidence associating air pollution with loss of brain function in older people. The amended access arrangements

	<p>risk causing damage to the roots of two large, beautiful trees and long-lasting damage to the visual amenity of the space, harm to wildlife, and the release of carbon. The whole space of the Moor is well-used by walkers, mothers and children, for exercising dogs, fitness classes, as well as the only site in the town which is used for a fun fair, and is home to several Canada goose families. There does not seem to be anything planned to prevent fuel or antifreeze leaking from parked vehicles contaminating the land and finding its way into ground water, or directly into the adjacent Bulbourne and Canal. What power sources will be used for temporary lighting and ticket machines and how will that be provided? It is a scandalous waste of council taxpayers' money to spend £100,000 on this, on top of £5 million for the awful Lower Kings Road multi-storey, when that money could be used to reduce the need for car use and car parking in the town through investment in public transport and other solutions. The costs are now escalating as amended plans and revised reports have had to be drawn up.</p>
22 HAZEL ROAD, BERKHAMSTED, HP4 2JN	<p>The Moor is a vital area of green space that many use for recreational purposes. I for one often take my children to the play park when we wait for their dad to come home on the train. I have always been worried that the park has no fencing around it what with dogs loose in the field and the close proximity to the canal...and now they want to do put a car park right next to the park. Many people use this area for fitness, relaxation and recreation and it will be ruined for many years if a 'temporary' car park is installed.</p> <p>On another note to add to this objection, I don't believe the Mill Street junction with Castle Street will cope with the volume of traffic and I dread to think of the accidents that'll happen due to the increased traffic.</p>
31 THE REX, HIGH STREET, BERKHAMSTED, HP4 2BT	<p>There must be alternative s to using this rea during the construction of the car park. I suggest that they be examined more closely.</p> <p>Perhaps a higher charge for car parking in berkhamsted during the construction to reduce traffic or how about a tempaorary bus service serving the town from car parks on the edge of the town.</p>
14 STATION ROAD, BERKHAMSTED, HP4 2EY	<p>The Moor is a very important green space for the Berkhamsted community. I regularly take my dog for a walk on the Moor every day as it's a two minute walk from my house. He is happy and runs free off the lead enjoying the wide space. With a car park on half of the land I will no longer be able let my dog run off the lead and we will be forced to find alternative place for him to run.</p> <p>Secondly, Mill Street is an ill-equipped road for increased traffic. The turning at the bottom of the street by the canal is very narrow and at the best of times is a bottleneck allowing only one car through at a time. During the normal school run there are queues already. Coupled with the T-Junction onto Station Road and the whole junction has the potential to be a nightmare.</p>
10 NEW STREET, BERKHAMSTED, HP4 2EP	<p>Object to updated plans for reasons previously stated</p> <p>Area totally unsuitable for car park due to poor access and</p>

	<p>children's play area along with wildlife that live there. Green space regularly used by local residents.</p> <p>The green space is too valuable to lose even for a year. Car park isn't needed, the money would be better spent on improving the public transport in the area</p>
52 LOWER KINGS ROAD, BERKHAMSTED, HP4 2AA	<p>1. I live opposite the Moor observe it is extensively used as a play area, for dog walking, picnics, sports and fitness training and general recreation. Canal boats moor alongside, including some providing holiday trips for disadvantaged children who use the Moor for activities while moored.</p> <p>2 The unfenced play park is very busy, and the close proximity of a car park must be a risk.</p> <p>3. Making the narrow roads around the Moor even busier must pose additional risk as there is a school adjacent and a nursery nearby. Also the current exit roads already cause problems for traffic joining the main roads.</p> <p>4. The town is already short of green space and should not have to lose this much loved amenity.</p> <p>4.</p>
29 DARRS LANE, NORTHCHURCH, BERKHAMSTED, HP4 3RJ	<p>1. I still feel that the MSCP is a mistake which will:</p> <ul style="list-style-type: none"> a. create a large amount of congestion & pollution on Lower Kings Road; b. cost a huge amount of money which will result in cuts to other services or increased charges for all parking and consequent abuse of free parking in residential areas. c. The expected widespread use of shared-ownership self-driving vehicles will make the MSCP obsolete long before it has paid for itself. <p>In the short term, it would be far cheaper to introduce free bus services which will also massively reduce traffic and pollution as in Dunkirk in France.</p> <p>A further measure would be to order Berkhamsted School to ban pupils from driving themselves to school.</p> <p>2. There is no point in having disabled spaces in the temporary car park which is too far from anywhere. Instead of that, it would make more sense to increase the number of disabled spaces in the other car parks, including the station.</p>
12 NORMANDY DRIVE, BERKHAMSTED, HP4 1JW	Frankly a ridiculous proposal. Totally without merit.
7 CASTLE HILL CLOSE, BERKHAMSTED, HP4 1HR	<p>I cannot believe the council are planning to destroy the beautiful Moor area in favour of a car park. This space is a beautiful amenity for the people of Berkhamsted and widely used by a variety of groups of people.</p> <p>The access to this area by car is notoriously difficult at the best of times. The access from Castle Street onto Mill Street is very narrow and almost impossible to see what is coming in the opposite direction. Mill Street is a busy thoroughfare for many school children walking to and from Ashlyns and Berkhamsted School. Imagine if they have to jostle with cars trying to access the car park as well.</p> <p>This is a mad idea. The Moor will never be the same again and this will be just another thing to ruin the look and feel of</p>

	Berkhamsted. It's bad enough having to accept the monstrosity of the multi storey car park without having to accept this too. We should be encouraging other means of transport other than cars into this town.
4 NEW STREET,BERKHAMSTED,,HP4 2EP	Berkhamsted is an idyllic place to live and it is the green spaces and trees that bring that idyll to its residents and visitors. Without the beautiful pockets of green spaces and trees that bring vital oxygen and peaceful energy to all, Berkhamsted will simply become another cramped, polluted, characterless commuter town. Nothing can justify chopping down the beautiful trees that have graced the canal side on the moor area for hundreds of years. Especially not a 'temporary car park'. I found out, through word of mouth from my neighbour, about your plans to chop down these ancient trees, some 250 years old I believe. If every Berkhamsted resident and visitor knew of your plans, you would now be receiving thousands of objections. I now know and this is one objection but one that is speaking for so many. I hope you listen to the voice of those who live in this beautiful town and ensure the trees on the moor opposite the station stay where they are, alive, vibrant and bringing much joy and life to all who frequent the area.
24 CONNAUGHT GARDENS,BERKHAMSTE D,,,HP4 1SF	The Moor is a highly valued local green space, adjacent to the canal and full of wildlife. It is totally inappropriate to use this land for car parking. Additionally, the proposed access is along a narrow road, in constant use by pupils from Berkhamsted School Monday-Friday. Access onto Castle St is around an almost 90 degree bend, too narrow for two cars to pass each other.
9 CEDAR ROAD,BERKHAMSTED,,,HP4 2LA	I objected to the multistorey car park as did many others in berkhamsted but our objections were unheeded. Now aiming to cut down ancient trees to provide a temporary carpark is completely unacceptable such trees in Berkhamsted's environment is disheartening and suggests that we cannot expect Dacorum to consider the protection of the environment in Berkhamsted as a priority.
Garden House,Cross Oak Road,Berkhamsted,Hertford shire,HP4 3NA	I presume the documents added to the website in October constitute the amended application for temporary parking arrangements on The Moor.I would like to endorse fully the list of supplementary comments from 9, Gravel Path(16 October).Furthermore I would wish to be confident that T2 survives the construction process as there have been instances in the past of 'accidental'damage resulting in removal.(I am presuming that,unfortunately, DBC will take advantage of the opportunity to fell the other two trees,T5, T13).It is also vital that The Moor is restored to the residents in its present condition. However,to my mind, the whole MSCP scheme is misguided:recent expert comments on global warming have called for urgent action in curbing emissions and here we are encouraging increased use of vehicles.If the reason is to boost business in the High Street we should bear in mind that on-line shopping is increasing rapidly and even restaurants are

	<p>closing apace. Additionally the MSCP scheme will result in at least 11 trees being felled on the Lower King's Road site, adding to DBC's woeful record of tree planting and preservation in Berkhamsted. I hope the young trees on the MSCP site are moved and replanted in, say, Butt's Meadow or The Moor. This would accord with DBC's stated Trees & Woodland policy which it so often studiously ignores.</p> <p>Therefore, on environmental grounds, I object to the MSCP scheme and consequently application 4/01821/18/FUL.</p>
12 SAYERS GARDENS, BERKHAMSTED, HP4 1BT	<p>I am a resident in Berkhamsted, and am passionate about preserving our lovely Market Town, its history and its green spaces, and surrounding countryside.</p> <p>If the council allow this, and other proposed developments to go ahead, they risk Berkhamsted losing its status, and promoting the overdevelopment of a congested, polluted town. The impact of this on the local environment, wildlife, road safety will be significant.</p> <p>Children, including my own, love the Moor as a safe, green, peaceful place, to play, watch the trains and boats, and use the playground. It is the only true green area in the centre of town that is car free (the other playground being hemmed in by a large car park).</p> <p>Please listen carefully to these objections...</p> <p>Regards, Alex</p>
17 HIGHFIELD ROAD, BERKHAMSTED, HP4 2DA	<p>This is Completely unnecessary for those that live here. The car park at the train station which is 2 minutes from the proposed multi-storey and seconds from the moor temp proposed site is virtually empty at the weekend. This is the arrangement that Dacorum should be seeking to increase capacity overall for Berkhamsted. The train station company win and Residents are not impacted by a unnecessary project and mindless destruction to what should be viewed as not only the Jewel in Dacorum's crown in terms of market towns but of one of the best in the country. Please think outside of the box and not just about chopping trees down and throwing up multi-storey car parks.</p>
33 ELLESMERE ROAD, BERKHAMSTED, HP4 2EU	<p>Trees, that some of which were planted over 300 years ago should not be cut down for a 'temporary car park'. The life of a tree that has seen the changes of Berkhamsted for this long is worth a lot more than the usage of anything that's going to be temporary. Why should it be ripped up from its roots for a few extra car spaces when another multi-storey car park is in the process of being built?</p>
32A CHARLES STREET, BERKHAMSTED, HP4 3DH	<p>Hi</p> <p>I strongly object to the Car park on the Moor as well as the multi storey car park. Berkhamsted has enough parking for a town of its size. We need to keep as much green space as possible. The temporary car park on the moor will cause damage. Non of the people I know in the town agree with the temporary car park on the Moor or the multi storey. Please listen to the people who actually live in Berkhamsted, we love this town as it is.</p>

	<p>Best Regards</p> <p>Gerard Wilkinson.</p>
<p>42 Castle Street, Berkhamsted, Hertfordshire, HP4 2DW</p>	<p>Objection (as summarised)</p> <p>Use of The Moor as a temporary car park would result in pollution, noise and dirt and will permanently spoil the area.</p> <p>The Moor is a pleasant, peaceful and civilized area by the Canal and an asset to the town.</p> <p>Parking for disabled is unsuitable as the temporary car park would still be located a walk away from the High Street, Lower King's Road and the station.</p> <p>The proposal will be a real disservice and unkindness to the people of the town</p>
<p>142 HIGH STREET, BERKHAMSTED,, HP4 3AT</p>	<p>Currently there are 5 car parking spaces along Mill Street which are an important facility for those living on the High Street with a need to park their cars overnight or for more than one day. Removing these spaces will result in a long walk from our properties and the need to park in other congested side streets. 5 new additional free street car parking spaces should be provisioned within the plan to replace those which are displaced.</p>
<p>20 HAYNES MEAD, BERKHAMSTED,, HP4 1BU</p>	<p>I strongly object to a temporary car park being built on the Moor. It will cause damage to the tree roots and Mill Street just cannot cope with additional traffic being so narrow at the junction with Castle Street. This is a beautiful town and many, many residents are using and enjoying this green space. The canal, field and children's playground are used daily. A car park here is unnecessary. If additional parking is required, why not work with the train station? It is virtually empty at weekends and I would happily pay an hourly rate to park here at evening or weekends. I am greatly concerned about the increase in pollution- as well as being next to the playground, the proposed car park is next to a school site. The beautiful trees that line the Moor will have irreparable damage done to their roots with cars constantly driving over them. Why not use the Lidl site for parking and run a shuttle bus from there, back and forth along the high street? I am sure this would cost less than the proposed car park. I STRONGLY OBJECT to this proposal and urge you do do the right thing for the residents of Berkhamsted- stop this scheme.</p>
<p>16 LOMBARDY DRIVE, BERKHAMSTED,, HP4 2LG</p>	<p>I wish to object to the proposed temporary car park on the Moor Berkhamsted. This is a much used local open space in a town which does not have a lot of public open space. The costs of providing this temporary car parking are excessive and there does not seem to have been much effort to explore more creative options such as use of the railway carpark at weekends. The access and egress are very difficult for the proposal and will add to traffic problems in the location. Please do not approve this proposal</p>
<p>1 HALL PARK HILL, BERKHAMSTED,, HP</p>	<p>I object to the construction of the temporary car park on the Moor, Mill Street, Berkhamsted. Doing so is poor for the</p>

4 2NH	<p>environment; puts ancient trees in danger of destruction; creates a blot on the landscape of a historic town; deprives the community of outdoor space and does nothing to help the air pollution which the town suffers from. All of this so people can park their cars.</p>
5 KITSBURY ROAD, BERKHAMSTED,,,HP4 3EG	<p>I OBJECT to the temporary car park planned to be installed on the Moor at Berkhamsted for 3 main reasons.</p> <p>The additional cost of £100,000 is unacceptable.</p> <p>I expect the dynamic souls we elected to represent us on Dacorum Borough Council to be more creative in finding solutions to too many cars in Berkhamsted. Why not just see if a few of us (90 to be exact) can do without our cars for a few months. We may find it's easier to walk to the gym instead of driving, walk to the shops instead of taking the car, avoid driving into Berko when we know it's going to be busy. We'd all benefit from the exercise, wouldn't we?</p> <p>The revised plans do not necessarily protect the trees long term. The new provisions are sketchy with regard to care of their roots. As a consequence we may lose the trees within a year or two anyway because of constant traffic over the roots. This would be a deeply unpopular consequence.</p>
2 CASTLE HILL COURT, CASTLE HILL, BERKHAMSTED,,,HP4 1JU	<p>I'm extremely disappointed that, despite recognition of the comments of a large number of constituents, and an organised campaign AGAINST the plan that included the felling of numerous trees, multiple mistakes have been re-made in submitting a re-done application.</p> <p>This entire project is either being pushed on with either out of a naivety of the opinions of constituents, willful ignorance of the problems that would be caused by such a project, or indeed, an active contempt towards those who may cause officers some inconvenience.</p> <p>The notion that the Moor is being used as the only suitable site for those who may not be able to walk further distances can be rubbished by the council's refusal to operate a park and ride scheme further from town, the small number of spaces for disabled users and the acceptance of temporary issues regarding the pollution that will be caused by such work, discrediting a supposed dedication to the environment and maintaining air quality, and the needs of those in the community with respiratory problems.</p> <p>I'm also extremely interested how you think you manage to reconcile policy CS27 and the proposed car park, or indeed, the multi story car park at all. There is also a, as you identify, DEFICIT in the amount of leisure space in Berkhamsted, and the notion that people will go to Ashridge on the weekend not only discriminates against the disabled (those you claim to be doing this for), but those who cannot afford to drive there. The "temporary" justification you use clearly shows statistical modeling or any form of even a cursory literature review hasn't</p>

	<p>been used to show the fairly rapid effects that such developments can have on crime rates, accidents and injuries etc.</p> <p>The absolute fear of engaging with the public on this is also shocking; to hold hearings in Hemel Hempstead is simply cowardice in this case, and betrays the public that the council is here to benefit. Please remember principles of public administration!</p> <p>This has been an absolute failure in planning from the start to the finish thus far. Please listen to the public and rectify.</p>
64 VICTORIA ROAD,BERKHAMSTED,,,HP4 2JS	<p>Our household objects to this plan to use Berkhamsted Moor as a temporary car park.</p> <p>It is sentimental to us, as it's the first place we discovered and came to rest with a picnic having come home hunting from London over twenty years ago.</p> <p>This piece of land is a wonderful asset to our beautiful town and the first thing you see when entering Berkhamsted by train.</p> <p>It's an area with historical values and ancient trees that are home to an array of varying wildlife. It's also a much loved leisure and recreational area used by many such as; keep fit and sports minded people, dog walkers, a picnic and play area for families and child carers, a peaceful place for boats, cyclists and anglers.</p> <p>It's also a public footpath used by many children for their journey to and from school, as well as local workers too.</p> <p>To damage or destroy anything on this area would be a devastating act of environmental vandalism that would cause harm and disruption to all of the above town's people's ways of life.</p> <p>I believe the parking spaces required could be found by the Council liaising with local businesses and private land owners who have many empty spaces within their properties and offer some sort of compensation to them.</p> <p>There are many of these places if they go and look like some of us locals have, instead of staring at a map looking to turn the green into grey...!!</p>
46 GOSSOMS END,BERKHAMSTED,,,HP4 1DF	<p>A temporary car park here is really not necessary.</p>
APPLETREES,LONDON ROAD,BOURNE END,HEMEL HEMPSTEAD,HP1 2RU	<p>I OBJECT to the planned temporary car park on the moor and implore Dacorum to find an alternative solution to the perceived parking issues during the construction of the multi-storey car park in lower Kings Road road. The constant traffic across the roots of these ancient trees is likely to damage if not kill them, as has been the case up at Ashridge where areas around the trees by the monument have had to be fenced off.</p>

	<p>Save our trees!!!</p>
<p>10 NEW STREET, BERKHAMSTED,, HP4 2EP</p>	<p>On a daily basis our dog is walked down the canal and to this Moor area, it is a lovely picturesque area of Berkhamsted and used by families, friends, fitness classes and dog walkers alike; I don't think I have ever been to this area and not seen someone using the green.</p> <p>As people come off the train and walk out into Berkhamsted, they are now going to be faced with a car park....</p> <p>We don't even know how long this area is to be used as a "temporary" car park for, when will it be put back? Are you hoping that everyone gets "used" to the new look and the car park remains in situ for the long term future; ruining a main area of Berkhamsted. The skyline and congestion to the area are already going to be very negatively impacted when this awful multi-story car park is built; which is just not required in Berkhamsted.</p> <p>I bought a house in this area, in this location specifically because I loved the setting; which is slowly being ruined by the council and their un-thought out "improvements" to the town. If I wanted to live somewhere that had no green space and car parks everywhere I could have spent far less money and got a far larger house somewhere else. There's a reason people want to live in Berkhamsted, but soon that reason will be gone; as will a lot of its current residents; and then town will become an unpleasant place to live like so many others.</p> <p>Please consider what the local people want, and it is not for their trees to be cut down; or for a temporary car park to be placed here, or for a multi-story.</p> <p>I like others feel very strongly about this, and am quite upset at the thought of now walking down the canal only to be faced by car park upon car park and no useable green space.</p>
<p>30 FRIARS FIELD, NORTHCHURCH, BERKHAMSTED,, HP4 3XE</p>	<p>I am grateful that DBC have listened to the views of residents and agreed not to fell the trees. However I am concerned that the solution does not fully protect the trees. With vehicles driving so close to them there is a danger of them being damaged which would provide "justification" to fell them anyway.</p> <p>I still object to the use of this site as a temporary car park and am also concerned that there is no evidence of alternative sites being fully explored. I appreciate that all and any site present problems and I would be interested to know what possible solutions to those problems have been considered. I still have concerns about safety and vehicular congestion at this site.</p>
<p>THE GARDEN COTTAGE, NETTLEDEN ROAD, LITTLE GADDES DEN, BERKHAMSTED, HP4 1PN</p>	<p>I object to the use of the moor as a temporary car park. It is impractical and positively dangerous when Berkhamsted School is in term. The access to the moor is appalling and already a hazard for all concerned. The damage to both wildlife and existing trees will be irreparable.</p>

7 DELLFIELD CLOSE,BERKHAMSTED,,, HP4 1DS	This proposal is completely senseless and will be disruptive on many levels, I therefore fully object to it. The moor has historical significance and it makes no sense to ruin it to build a car park which is not needed.
79 ELLESMERE ROAD,BERKHAMSTED,,, H P4 2ET	This piece of green land right in the middle of Berkhamsted is widely used by residents and visitors. It is deplorable for the council to turn it into a car park of any kind - however temporary. There will soon be no space anywhere in Berkhamsted for anything. It must be stopped.
20 HAYNES MEAD,BERKHAMSTED,,, H P4 1BU	I have seen the amended plans and still object on the grounds of my previous objection.
ROSEBANK,DONKEY LANE,TRING,,HP23 4DY	I wish to object in the strongest terms to Dacorum plans to wreck Berkhamsted Moor by parking cars on it. This space is used by many people for many recreational purposes and has been sacrosanct for a long time. Please DO NOT DO THIS. Thank you
132 BRIDGEWATER ROAD,BERKHAMSTED,,, H P4 1EE	Please do not do this! All of Berko is walkable and excessive car use especially for short journeys should be discouraged. I suspect parking is mainly an issue at weekends so an arrangement should be made with London North Western to use the station car park for this overflow/ short term usage. If you really really must, then provide a CCTV or traffic marshal solution to provide sight lines for access egress. These should be funded from parking fees not my council tax. Do not chop down greenery. And why a multi-story car park at Waitrose? If you really must to this, it should be underground with nice gardens/ town square above. Berko is so lacking in spaces for PEOPLE. It's all about traffic. Dacorum BC have this so wrong.
21 St Katherine's Way,Berkhamsted,Hertford shire,HP4 1DA,	This email is being sent to you because I would like to emphasise that I am strongly opposed to Dacorum Council building a car park on The Moor, even if it's only meant to be temporary. The site is a special green space in the middle of town. The access road (Mill Street) down to the Moor is very narrow, and there is bad visibility at the entrance onto the canal bridge. Berkhamsted School uses Mill Street a lot – this would mean an increased risk to their students while they are moving between buildings. Dacorum Council could explore other options like park and ride – maybe from the Lidl site, which has been empty for a considerable amount of time now.
14 Lincoln Court,Berkhamsted,Hertfor dshire,,HP4 3EN	Like many long-term Berkhamsted residents I am delighted and relieved that you have revised plans for the temporary car park to avoid destroying old trees on the Moor. Incidentally, the oldest tree, T2, is now marked as Veteran tree by The Woodland Trust. However I still strongly object to any plans for a temporary car

	<p>park on the Moor.</p> <p>Since the revised plans do not offer detail of root protection, I am sceptical of the level of care that will be taken by the council and their contractors of the trees. Root damage is easily caused but invisible to the eye and will only be noticed when the trees begin to die.</p> <p>I object too because the Moor is a treasured green space for the community, a habitat for wildlife, and the first thing visitors see when they exit the train station.</p> <p>As a resident of Berkhamsted for 30 years I would expect DBC to be more creative in finding solutions to their perceived parking problems. Furthermore, and vitally, DBC should be working towards a Zero Carbon future, encouraging walking, cycling and public transport over driving.</p> <p>Please do not build a car park on the Moor, temporary or otherwise. And please ensure a safe environment for my six-week-old grandchild by putting health and the survival of the species ahead of parking.</p>
33 Broadwater, Berkhamsted, Hertfordshire, HP4 2AH	Please note that I object strongly to Berkhamsted Moor being used as a car park. Please add this objection to the petition.
10 BRIDGEWATER ROAD, BERKHAMSTED, HP4 1HN	<p>I strongly object to the proposal to make the Moor into a car park.</p> <p>I use the moor on a daily basis, throughout the year - firstly as a route to walk my daughter to school and secondly to walk my dog.</p> <p>Removal of a green space and turning it into parking cannot be allowed. The removal of this green space will cause more pollution.</p> <p>The playground is unlikely to get any use if a car park is built next to it - who wants to allow children to play next to the fumes of all the cars in a car park. Plus the playground has no fencing, so safety must be an issue.</p> <p>The access to the Moor is not suitable - there is already congestion at the end of Mill Street where it meets Castle Street and the addition of a car park will only make this worse. Surely the council can find a better solution - car parking during the week is generally not a problem, it's only at the weekends when spaces are limited and it would make sense for Dacorum to work with the Train station and use car parking there instead.</p> <p>And surely encouraging the public to walk and cycle would be a sensible idea?</p> <p>I also have concerns about the trees that surround the Moor - despite the council saying trees won't be removed, how can they be sure that any works done won't damage the roots which may have a long term impact and lead to the death of the trees.</p> <p>This car park must not be allowed to happen, a better solution must be found.</p>
6 CASTLE	I was pleased you no longer intend to destroy ancient trees

GATEWAY, BERKHAMSTEAD, HP4 1LH	but feel the Council should look into brownfield sites for the temporary car park. The Moor is the central green space in Berkhamsted and the first you see as you arrive. To destroy this, albeit temporarily, will damage the appearance and appeal of the town. Please think again!
40 Greenway, Berkhamsted, Hertfordshire, HP4 3JE	<p>I've noted that the plans for the temporary car park at The Moor, Berkhamsted, have been revised. However I still strongly object to any plans for a temporary car park on the Moor.</p> <p>The revised plans do not offer detail of root protection and frankly I am sceptical of the level of care that will be taken by the council and their contractors of the trees. Root damage is easily caused but invisible to the eye and will only be noticed at a stage too late in the near future when the trees begin to die.</p> <p>I object further to the temporary car park as the Moor is a treasured green space for the community, a habitat for wildlife, and the first thing visitors see when they exit the train station. As a resident of Berkhamsted, I expect DBC to be more creative in finding solutions to their perceived parking problems. Furthermore for health and environment reasons we are at a stage now where walking, cycling and public transport should be encouraged over driving.</p> <p>Given that Berkhamsted Station car park is largely empty at weekends, I would have thought that a deal could be struck to use this car park on a temporary basis.</p> <p>Please do not build a car park on the Moor, temporary or otherwise. I will personally be ready to manage a boycott campaign should the car park go ahead.</p>
13 CASTLE MILL, LOWER KINGS ROAD, BERKHAMSTED, HP4 2FN	<p>This proposal is a total outrage. Forcing through agreement to the actual car park was bad enough but to impose a temporary car park, costing thousands of pounds in an unsuitable and vulnerable area is quite beyond the pale.</p> <p>As you can see from my address, I overlook the Moor from my apartment and balcony. The thought of the noise and disruption this will cause is unpalatable not to mention the extra fumes wafting across the canal. I paid a lot of money to secure such a peaceful setting for my home of 10 years and it's shocking that such a proposal can disrupt the everyday enjoyment of my property at whim, just appalling.</p> <p>Lower Kings Road is already an extremely busy road which will be made worse by the new Waitrose Car Park let alone the prospect of cars clogging up the nearby streets trying to access a temporary one.</p> <p>I object, object, object. Please DBC show some consideration and plain common decency and forget this ill-conceived idea forthwith!!!</p>
57 GEORGE STREET, BERKHAMSTED, HP4 2EQ	The access road to the proposed temporary car park is woefully inadequate for the volume of traffic that is likely to use it and will cause considerable traffic congestion in that part and other parts of the town.

<p>7 Dellfield Road, Berkhamsted, Hertfordshire, HP4 1DS</p>	<p>Thank you for revising the plans for the temporary car park, and avoiding the felling of our historic and beautiful trees. However I still strenuously object to the plan for a temporary carpark on the Moor.</p> <p>The moor is ancient common land, a space that has been handed down to us and protected from development by our ancestors, and we need to do the same so that the future residents of Berkhamsted can enjoy the benefits of it for centuries to come.</p> <p>In this age, when climate change can be seen and felt by us all we need to do everything in our power to protect our green heritage. I am deeply concerned that if the carpark goes ahead that the change of use of the site, will inadvertently weaken the legal status leaving the moor vulnerable to future development.</p> <p>The council should be leading the way in making Dacorum green, now is the time to discourage our reliance on the car. It is more important than ever to protect our ancient common land.</p> <p>Money would be better spent on a decent bus service, serving Berkhamsted and it's surrounding villages, and for Dacorum in general, rather than decimating our green spaces. Why not be ground breaking and creative, the council could trial a shop and drop service for the area. Take the bus to the town, or walk or cycle, do your shopping, and once or twice a day a van will drop the shopping to your home .</p> <p>Visitors come to Berkhamsted because it is a vibrant, beautiful , historic town, the temporary carpark, and any resulting damage will be the first thing visitors see from the train, it will not look like an attractive place to visitand we need people to visit by public transport.</p> <p>Lastly you have given no guarantees in the revised plan that the root system of the trees will be protected so they are still in danger of long term damage. There has been no assessment of the impact on her wildlife of the moor or provision made for the protection of that wildlife.</p> <p>We live in a changing world, building car parks and chopping down trees is very twentieth century, Dacorum, please move into the twenty first century, be leaders, be creative , go green, more busses less car parks</p> <p>Protect our oxygen giving green spaces, please don't build on the moor.</p>
<p>25 HILLSIDE GARDENS, BERKHAMSTE D,,,HP4 2LF</p>	<p>Unacceptable loss of open space in the Centre of town (even temporarily). Damage and/or removal of old, healthy trees unnessecary. Proposals like this are part of the continual erosion of green spaces in and around the town.</p>

Supporting

Address	Comments
<p>32 Kings Road, Berkhamsted, Hertfordshire, HP4 3BD</p>	<p>Just wanted to drop you a line to voice my support for the proposed temporary car park.</p> <p>It makes sense while the much needed new car park is built</p>

	<p>and in fact anything at all that helps alleviate the current chronic and desperate parking situation in Berko is frankly welcomed on my part.</p> <p>As a resident in Kings Road (number 32) the parking situation is the worse I've ever know in the 10 years I've lived here. The ever constant issue of train station commuters blocking up spaces in Kings Road and Charles Street from 6am onwards to 7pm at night is the biggest blight and issue. The building work by the library is also not helping but at least that is temporary, the commuters are not !</p> <p>I'm hoping therefore that the council will consider some way of enabling residents parking to help, especially when the new car park is built.</p> <p>Could we not have a single yellow line that restricts parking on Kings Road and Charles Street say for 1 hour in the middle of a day to stop all day commuters dumping their cars but with residents permits to enable residents to park all day whilst at the same time enabling shoppers to come and go during the day (apart from the restricted hour) and not therefore adversely affect business In the town. The only 'losers ' in this scenario are the commuters but they are adequately provided for by the station car park but just choose not to use it and block the rest of the side streets up. Seems a fair all round solution to me.</p>
<p>BERKHAMSTED TOWN COUNCIL,CIVIC CENTRE,161 HIGH STREET,BERKHAMSTED, HP4 3HD</p>	<p>The Town Council would have No objection subject to the following conditions being included in any permission granted:</p> <ol style="list-style-type: none"> 1. The site must be reinstated as green open space as soon as the project to build the multi storey car park is complete. Reinstatement must include soft landscaping such as levelling, applying extra top soil and reseeding as required. 2. A minimum of four replacement trees must be planted to compensate for tree removal at the access point. 3. The birds mouth fencing should not be of a post and single rail construction but should be post and two rails to enhance its robustness and improve safety given the proximity to the play area and open space. 4. The exit route via Mill Street to Castle Street should be one way to avoid congestion, or alternatively temporary traffic lights could be installed. 5. The amendments to waiting and loading times already agreed for Lower Kings Road should be implemented as a matter of urgency. 6. The reduction to the maximum parking time at Water Lane car park and the amendments to long term arrangements at St John's Well car park to allow more short term parking, should be implemented as a matter of urgency. <p>Finally, the Town Council would draw DBC's attention to comments made in WYG in para 6.1.5 of the Design and Access Statement as follows: "The Open Space Strategy sets out that Berkhamsted has a population of 19,000 and a total 67.9 hectares of open space.</p>

	<p>Saved Policy 73 requires the provision of leisure space at a minimum of 2.8 hectares per 1,000 population. Using this ratio Berkhamsted has 3.57 hectares of open space per 1,000 population. As such, Berkhamsted contains sufficient open space for its population."</p> <p>The above statement is incorrect and should be amended. The Dacorum Open Space Study dated September 2007 states that Berkhamsted has a deficiency of 16.75 ha of leisure space and has the largest shortfall in the Borough.</p>
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Commenting

Address	Comments
<p>9 Chestnut Drive, Berkhamsted, Hertfordshire, HP4 2JL</p>	<p>To summarise my position, I do not object to the new proposals in principle; however I recommend that further clarification is provided and that specific arboricultural planning conditions are imposed.</p> <p>I am an independent arboricultural consultant. I hold the Royal Forestry Society Professional Diploma in Arboriculture (Level 6), I am a chartered arboriculturist through the Institute of Chartered Foresters (MICFor), and I am also chartered through holding professional membership of the Royal Institute of Chartered Surveyors (MRICS). In addition I am a Registered Consultant of the Arboricultural Association (RC.Arbor.A). I have been working in the arboricultural industry for 24 years, and as an arboricultural consultant for the past 17 years. I have been running my practice for 15 years (since 2003).</p> <p>To repeat a statement previously made, my interest in the site is purely as a local resident. I have not been instructed by any third party and have no commercial interest in the scheme.</p> <p>I am very pleased to see that the horse chestnut tree (T2) is now to be retained. I am disappointed however that the council has stated that it nonetheless stands by its original approach when by making just a very minor adjustment it has enabled the retention of this large, high quality, and visually important tree.</p> <p>I have reviewed the revised plans and the revised arboricultural report and have the following comments:</p> <p>Section 4.5 of the arboricultural report states that due to foliar and bacterial pests and diseases (specifically leaf blotch, leaf miner and bacterial canker), horse chestnut trees as a species cannot be awarded a high categorisation under the standard grading system, and it was on this basis that the tree T2 was previously justified for removal. I strongly disagree with this approach; the assessment of each tree should be based on its actual condition. In the case of T2 there is no indication that it has ever been affected by bacterial canker (which is acknowledged in the arboricultural report), and is it not</p>

foreseeable that it will be affected by this in the future. The tree is only affected to a small degree by the stated leaf disorders. Leaf disorders might affect long-term vitality if trees are extensively affected by them such that significant photosynthetic capacity is reduced for a large part of the summer for numerous consecutive years (though empirical evidence of this is yet to be provided); however the tree T2 is only lightly affected and photographs taken of it in late September show it has a vigorous green crown functioning well. Use of a Forestry Commission method of ageing trees indicates T2 to be around 250 years old - given its current good health and lack of structural defects it is entirely foreseeable that it will survive for several decades further.

Construction of dropped kerb

Section 5 of the arboricultural report describes the method to be used when constructing a dropped kerb and lowered footpath. This states that drawings to show cross sectional details do not exist but describes that the cross-over requires a construction depth of 250 - 275mm. Until excavation commences it is not known to what extent roots will be present, though existing cracks in the tarmac pavement surface indicate that some roots exist close to the surface.

The report states that excavation for this shall be undertaken by hand and that before work commences the contractor must liaise with the retained arboricultural consultant. I consider it essential that the arboricultural consultant is actually present on site for the duration of the hand-dig process which the report does not make explicit.

I agree with the report that specific details as to how large roots (if present) are retained and protected should be a matter for the project arboriculturist and engineer on-site at the time that they are exposed. There is a possibility that an alternative approach to conventional cross-over construction might be necessary in the event that large roots of importance exist close to the surface and cannot be retained by other means. An example of this would be use of a steel plate supported by screw piles positioned to avoid roots.

Car park surface

The arboricultural report states that a no-dig pinned surface shall be used within the root protection area (RPA) of trees T2 and T3. The Tree Protection Plan shows the RPA of T2 extending to a distance of 15m from it; however this is incorrect. The road adjacent to the tree has not been factored in, which the arboricultural report acknowledges that roots are less likely to be rooting beneath (...'current highway design will make root presence at the kerb line unlikely'). Section 4.6.3 of BS5837:2012 'Trees in relation to design, demolition and construction - Recommendations' states that the RPA shape should be adjusted from a circle when site conditions

(including roads) prevent equal rooting in all directions. The area should remain the same and the shape changed to reflect the road - in reality it's likely that the RPA for T2 should extend into The Moor by approximately 3 metres further than currently shown to take account of the road. Ground protection sheets should extend to the full RPA extent.

The arboricultural report states that incursions into the RPA of trees T11- T14 are 'considered acceptable and no special methods are thus proposed'. However, dimensions shown on the Tree Protection Plan show the edge of the car park surface at a distance of 6 metres from T12 - a tree which has a RPA distance of 10.3m. This is a significant incursion and I do not share the view that the tree will not potentially be harmed if ground protection measures are not implemented.

The implication in the arboricultural report and on the Ringway plan ref DBC/018/002 Rev A is that with the exception of the ground protection sheets shown close to T2 and T3 the remaining car park surface shall be constructed conventionally (which would presumably require a topsoil strip and importation of rolled aggregate). The Ringway plan shows an area of hatching which, in the key shows 'Access to be overlaid with HD trackmats to protect shallow tree roots'.

However, the WYG Design and Access Statement dated August 2018 states (at 4.0.2) 'The temporary car parking spaces will be provided through the use of a no-dig anchored ground reinforcement paving tile that would allow grass to grow back through the tile and would be fully reversible..' It is not clear how this would differ from the hatched area shown on the plans - it is quite possible that the surface described would suit as ground protection, in which case why show this separately? If the proposed surface for the car park cannot be used as ground protection for tree roots then I consider that the proposals are unacceptable where there is incursion into the RPA of T11-T14, and should be changed to show ground protection in this location as well.

Service installation

The arboricultural report states that lighting shall be required with the temporary car park, but at this stage the routes for the cables have not been shown. It is essential that this detail be approved by the arboricultural consultant and local authority prior to installation commencing and it is disappointing that this detail has not been shown with the application. There should be no trenching whatsoever through the RPA of retained trees, and most certainly not beneath the temporary access into the site. There is scope to provide a route for this without impacting trees to the north-east of T1

Decompaction after car park removal

After the temporary car park has been removed, the surface

which formerly extended over the RPA of retained trees is likely to be compacted which could have a long-term detrimental impact to tree health. There is no indication as to how reinstatement will restore the surface to its former soil bulk density and I recommend that details of this be provided planning condition. It is likely that air-injection systems such as the Vogt soil aeration system shall be required.

Conclusions

I recommend that clarification be provided to give details of the proposed car park surface, and how this differs from the ground protection zone shown on the Tree Protection Plan and Ringway site plan. If the proposed car park surface is such that it would not adequately protect tree roots then the Tree Protection Plan and Ringway plan should be altered to show ground protection to the full extent of T2's RPA (following adjustment to take account of the road), and where the hard surfacing extends into the RPA of trees T11-T14. It would also be useful to know the actual product specification proposed for the surface and ground protection.

If consent is granted I recommend that Arboricultural Planning Conditions are imposed to specify that:

Prior to work commencing on site details setting out the position of the route for the lighting cables be submitted to and approved by the LPA.

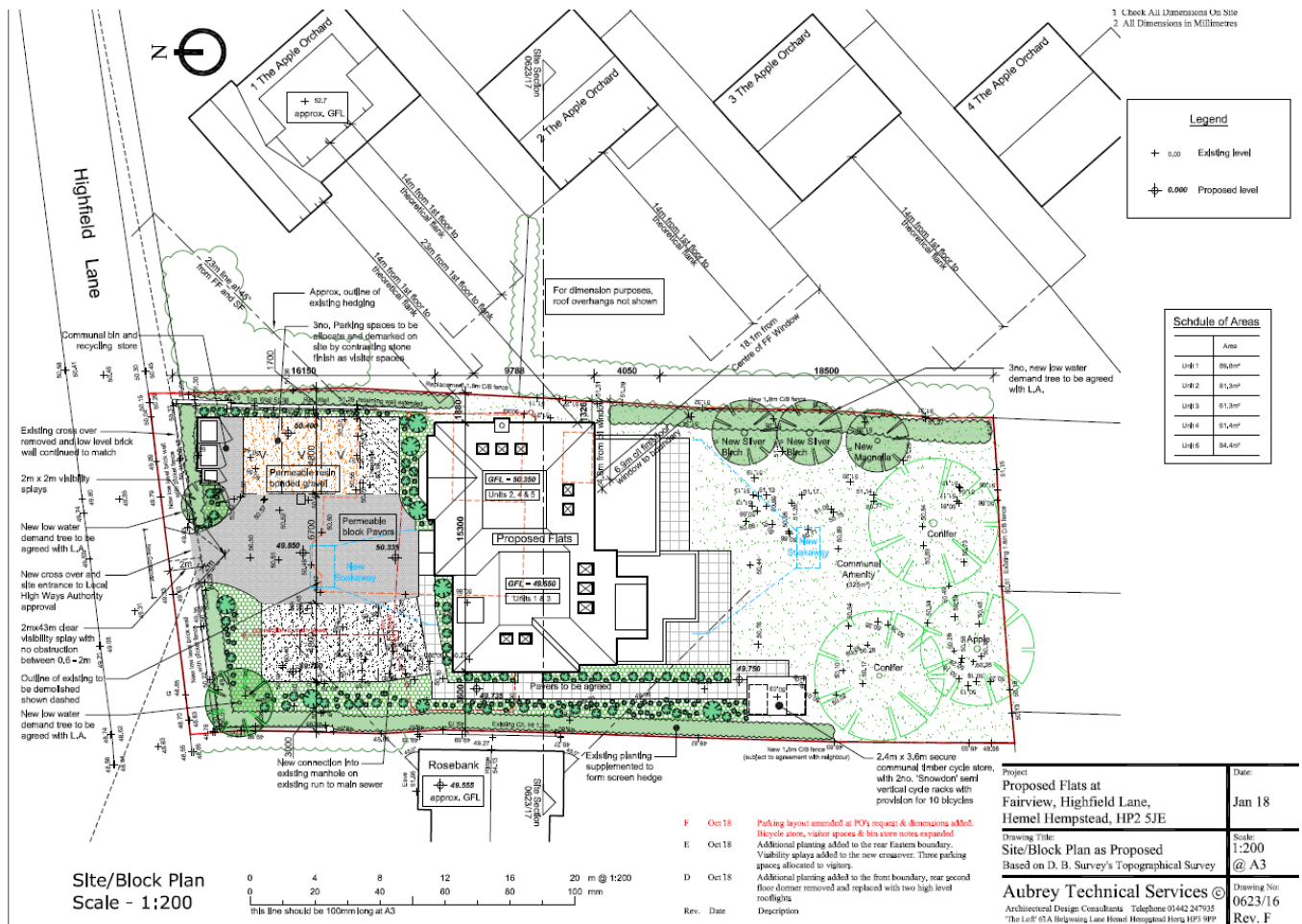
Prior to work commencing details, setting out how formerly covered ground is to be de-compacted within the RPA of retained trees during the reinstatement phase, shall be submitted to and approved by the LPA.

Tree protection measures are to be undertaken as set out in the Tree Protection Plan and Arboricultural Method Statement.

The excavation required for the construction of the dropped kerb shall be undertaken by hand tools, with great care taken to preserve roots. The work shall be supervised by the project arboriculturist who shall record roots seen and whether they are pruned or details of recommendations made to enable their retention.

A project arboriculturist is to be appointed who shall undertake site supervision visits. Arboricultural site visits are required prior to any work commencing to discuss the tree protection strategy with the contractors including marking the position of fencing and ground protection, and during the excavation of the pavement during the creation of the dropped kerb. Reports are to be prepared by the project arboriculturist following each site supervision visit and made available to the LPA on request.

Item 5b 4/00147/18/FUL DEMOLITION OF DETACHED DWELLING AND CONSTRUCTION OF FIVE FLATS WITH REPOSITIONED ACCESS AND PARKING
 FAIRVIEW, HIGHFIELD LANE, HEMEL HEMPSTEAD, HP2 5JE



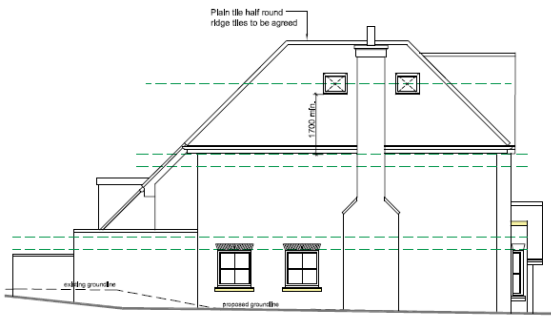
Item 5b 4/00147/18/FUL DEMOLITION OF DETACHED DWELLING AND CONSTRUCTION OF FIVE FLATS WITH REPOSITIONED ACCESS AND PARKING
 FAIRVIEW, HIGHFIELD LANE, HEMEL HEMPSTEAD, HP2 5JE



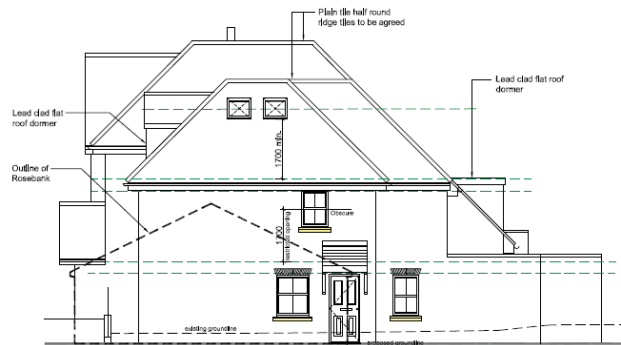
Front Elevation as proposed (Street View)
 Scale - 1:100



Front Elevation as existing (Street View)
 Scale - 1:100



Side Elevation
 Scale - 1:100



Side Elevation (from Rosebank)
 Scale - 1:100



Rear Elevation
 Scale - 1:100



- C Oct 18 Rear ground floor dormer removed and replaced with two high level rooflights
- B Sept 18 Building reduced & redesigned. Roof redesigned. Number of bays reduced. Front side balcony removed. Front bay dropped to ground floor only. Side elevation added.
- A May 18 Building reduced, redesigned and moved forward. Lift shaft removed. Roof redesigned. Dormer reduced. No. of roof windows reduced.

Rev.	Date	Description	Date
		Project	Jan 18
		Proposed Flats at Fairview, Highfield Lane, Hemel Hempstead, HP2 5JE	
		Drawing Title: Rear & Side Elevations as Proposed	Scale: 1:100
		Aubrey Technical Services ©	Drawing No: 0623/14
		Architectural Design Consultants Telephone 01442 247935	Rev. C
		The Loft 65A Redwing Lane Hemel Hempstead Herts HP1 9PP	

4/00147/18/FUL	DEMOLITION OF DETACHED DWELLING AND CONSTRUCTION OF FIVE FLATS WITH REPOSITIONED ACCESS AND PARKING
Site Address	FAIRVIEW, HIGHFIELD LANE, HEMEL HEMPSTREAD, HP2 5JE
Applicant	Mr Pereira & Mrs D'Costa, Fairview
Case Officer	Andrew Parrish
Referral to Committee	Called in by Cllr W. Wyatt-Lowe

1. Recommendation

1.1 That planning permission be **GRANTED**

2. Summary

2.1 The proposed redevelopment of the existing dwelling, Fairview, with a block of five 2 bedroom flats is acceptable in principle in accordance with Policy CS4 and is considered to cause no harm to the character or appearance of this residential neighbourhood. The conservation Officer has not raised any objection to the demolition of the existing dwelling on account of any heritage interest. The proposed size and scale would not be discordant with the street scene or appear visually overbearing in relation to the adjoining bungalow, Rosebank, and the proposed design and materials are considered to harmonise with the traditional character of the area. The proposal is not considered to be an overdevelopment of the site or to result in a cramped appearance, and the proposed increase in density and flatted form of development would cause no material detriment to the character of the area. The proposal would not set an undesirable precedent as each application should be judged on its merits. There would be no harm to adjoining residential amenities and the proposal would provide a safe means of access and satisfactory off-road parking, landscaping, private amenity space and supporting facilities in accordance with Policies CS10, 11, 12, 13 and saved Policies 58, 99 and 100. In view of the above the application is recommended for approval.

3. Site Description

3.1 The application site comprises a detached two storey dwelling located on the southern side of Highfield Lane close to its junction with Queensway within the Adeyfield area of Hemel Hempstead. The site is approximately 2 km from the town centre. The surrounding area is residential and comprises a variety of designs and layouts of mainly mid to late C20 2 storey detached houses in a mature setting. The dwelling which is an extended Edwardian villa sits on a relatively large sloping site such that properties in Apple Orchard to the east are set approximately 2.55 m higher whilst the adjoining bungalow Rosebank immediately to the west sits approximately 1.3 m lower than the application property. The frontage is open with a lawn and hardstanding, set above pavement level with a brick retaining wall and the house is set back approximately 7 m from the front boundary. The east boundary with Apple Orchard properties is defined variously by close boarded fencing, chain link fencing and hedging. The rear boundary is defined by a 1.7 m high close boarded fence and the west boundary with Rosebank is defined by a 1.3 m high chain link fence with sporadic shrub planting. A number of trees have recently been felled but three remain

within the rear garden.

4. Proposal

4.1 Permission is sought to demolish the existing dwelling and to construct a two and a half storey block of five 2-bed flats with car parking to the frontage, relocated access and landscaping.

5. Relevant Planning History

5.1 None in last 12 years

6. Policies

6.1 National Policy Guidance

National Planning Policy Framework (NPPF)
National Planning Policy Guidance (NPPG)

6.2 Adopted Core Strategy

Policies NP1, CS1, 4, 10, 11, 12, 17, 19, 29, 31, 32, 35

Appendices 1, 3, 5 and 7

6.3 Saved Policies of the Dacorum Borough Local Plan

Policies 13, 54, 58, 99, 100, 111, 129

6.4 Supplementary Planning Guidance / Documents

- Residential Character Areas - HCA23 Adeyfield North
- Accessibility Zones for the Application of Parking Standards (July 2002)
- Environmental Guidelines (May 2004)
- Water Conservation & Sustainable Drainage (June 2005)
- Energy Efficiency & Conservation (June 2006)

6.5 Advice Notes and Appraisals

- Sustainable Development Advice Note (Dec 2016)
- Refuse Storage Guidance Note (Feb 2015)

7. Constraints

- None

8. Representations

Consultation responses

8.1 These are reproduced in full at Appendix A

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix B

9. Considerations

The application follows pre-application advice and several amendment iterations during the course of the application.

Main issues

9.1 The main issues to consider are:

- Policy and principle and heritage impact
- Suitability of the site for residential development
- Impact on character and appearance of area
- Impact on highway safety
- Impact on residential amenity

Policy and principle and heritage impact

9.2 The proposal is to demolish the existing house and erect, in its place, a new detached building which would accommodate five flats, with car parking to the frontage.

9.3 As the property lies within the town boundary, there is no objection in principle to the development of the site in accordance with Policy CS4 of the adopted Core Strategy. The Character Area statement (HCA23) indicates that there is limited development opportunity in this area, but that redevelopment, infill development or conversion of dwellings into smaller units may be acceptable, subject to the general development approach for the area set out in the Development principles.

9.4 The proposed development would result in the demolition of the existing building. Whilst it has some period character, and is clearly a landmark building when entering Highfield Lane from Queensway, given the circumstances identified by the applicant in relation to its design, history of extensions and poor structural condition, and also the fact that the Conservation Officer has not indicated that it merits being locally listed, it is considered that no objection can be raised to its demolition in principle subject to an acceptable alternative development.

Suitability of the site for residential development

9.5 The application site lies within the Character Area of Adeyfield North which is described as, 'A residential area possessing extensive variety in design, layout and age. It is part of the wider Adeyfield neighbourhood together with the Adeyfield South Character..... Overall it has little unifying character.."

9.6 The site is considered highly suitable in location terms given its siting within the built up area, rather than a green field or Green Belt site. Its siting within an established residential area would be considered appropriate for residential development. It is relatively accessible to shopping facilities, schools, jobs, leisure and other facilities,

thereby limiting the need for motorised transport with walking, cycling or public transport options.

9.7 The site has good road access and its rectangular shape can provide good provision of private amenity space, car parking, landscaping and other facilities such as bin storage. Due to the proximity of surrounding residential properties, any proposal will need to be carefully designed to ensure there is no material harm to amenities.

9.8 The plot is larger than average within the area and therefore suitable for making more efficient use of land without significantly compromising the character or appearance of the area. The density of the development would be 48 dph which is above that set in the Development Principles of 30 to 35 dph. However, as a single building on the site, arguably the development will not appear as dense as say, a development of 5 individual houses with access road, each with their own individual garden, off-street parking space(s), bin storage and front entrance door. As a relatively large plot, the site can accommodate the size of development proposed in the form of flats and is not considered overdeveloped. Sharing facilities in the form of flats represents an efficient use of the site and is not considered to be achieved at the expense of the living environment of occupiers. The density achieved would not result in any material harm to the character of the local area in this case and would optimise the use of the site as required by saved Policy 10. The small uplift in density is also considered to be appropriate and in line with NPPF guidance that seeks to ensure policies and decisions *"promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions."*

9.9 The site is considered suitable for residential development, and would comply with Policies CS11 and 12.

Impact on character and appearance of area

9.10 Policies CS10, 11, 12 and 13 of the Core Strategy are overarching policies applicable to all development which seek a high quality of design in all development proposals.

9.11 The Development Principle in Character Appraisal HCA23 Adeyfield North set down a number of design and layout principles.

9.12 In terms of layout and scale, the proposed new building would be set back further from the frontage by some 7 m and occupy a larger footprint than existing. It would also result in the loss of some open space to its west side nearest the bungalow, Rosebank. However, there is no clearly defined building line in this part of Highfield Lane and the increase in overall footprint is not considered unacceptable given the larger than average size of plot in this instance, and the fact that the siting would still maintain a reasonable gap with Rosebank of some 4.8 m. The gap to the boundary with Apple Orchard properties would also be increased by approximately 0.5 m. In these terms the proposal would not appear cramped and is considered to accord with guidance in the Development Principles which states that spacing should be in the range 2m to 5 m.

9.13 Although there would be a large amount of hard surfacing to the frontage, the layout would still provide good opportunities for soft landscaping to both the frontage and the Rosebank side which, subject to full details, would ensure the proposed car parking area,

bin storage and footpaths would be well screened and landscaped, and would maintain the spacious and mature character and appearance of the area. Although a number of trees on the site were recently felled, the proposals include 5 replacement trees plus the retention of three existing trees within the rear garden. The proposals are considered to accord with Policies CS12, CS13, CS29 and saved Policies 99 and 100.

9.14 The proposal would accommodate a second floor within the roofspace. However, whilst the Development Principles state that housing should not normally exceed two storeys, the design of the building in this case would have the general appearance, height and scale of a two storey building with the exception of a single modest dormer to the front, a gable window to the front and rooflights to all other elevations. Given the distance from adjoining development, the mature setting and the fact that there is no consistent dwelling type visible in this immediate area, the proposal is not considered to be materially harmful to the street scene.

9.15 In terms of the adjoining bungalow, Rosebank, the height and scale of the proposed building is considered to maintain an acceptable relationship to the bungalow in street scene terms that would essentially be no worse than existing. The existing dwelling is already high and relatively deep in relation to Rosebank. The proposal will be closer to the boundary but the flank wall would be shallower in depth and broken up to reduce the bulk and mass of the flank wall. The hipped roof design will also soften the disparity in height and scale. Furthermore, in terms of height, the ridge of the element closest to Rosebank would be a metre lower than the existing dwelling whilst the eaves height would be 1.35 m lower than existing, being only 200 mm above the ridge of the bungalow in comparison to 2.1 m for the existing dwelling. It should also be noted that the bulk and mass of the building would be further broken up to the frontage with the element closest to Rosebank set back by 0.6 m. Given these considerations, it is considered that the proposal would not be visually overbearing in relation to the adjoining bungalow or materially harmful to the character and appearance of the street scene. The proposal would accord with the Development Principles that state that new housing should respect the type, size and mass of nearby and adjoining development.

9.16 In terms of the detailed design, there are no special requirements within the Development Principles. However, the proposal would be of traditional brick and tile appearance with a hipped roof form and a single modest dormer to the front. Modest sized rooflights are proposed to the sides and rear. The detailed design features within the building would reflect the traditional characteristics of the surrounding area. Although dormers are not a significant feature of the surrounding neighbourhood, there are nevertheless examples on nearby dwellings, including rooflights. But the question that would have to be answered is what the harm would be. In officers' view there is no harm and it is considered that the overall design approach is an acceptable one in this location.

9.17 In terms of the type of development proposed, comprising flats, the Development Principles state that there are no special requirements regarding the type of housing in this character area, but that proposals should pay respect to the type, style, size and mass of nearby and adjoining development. For the reasons given above, the proposal is not considered to result in any material harm to the surrounding area in terms of its built form, style, size or massing. With regards to the proposed flattened occupation of the building, there will be very limited external evidence that the building is divided horizontally into flats. The appearance of the building will generally be well assimilated into the surrounding character of single family dwellings. Whilst there will be a large

car park on the frontage this will be well screened and landscaped and finished in high quality materials comprising permeable block pavers and permeable resin bonded gravel. The flatted form in this case is not considered harmful to the character of the area. The proposal is therefore considered to respect nearby and adjoining development in accordance with the Development Principles.

9.18 The proposal would not set an undesirable precedent for flatted development as each application should be judged on its merits.

9.19 Subject to details of materials, fenestration, hard and soft landscaping, the proposal would comply with Policies CS10, 11, 12 and 13 of the Core Strategy.

Impact on highway safety and footpaths

9.20 Parking provision should accord with the maximum parking standards as assessed against saved Policy 58 and Appendix 5 of the Borough Plan.

9.21 Parking provision, comprising 8 parking bays on the frontage would more than comply with the requirement of 7.5 spaces set out in Appendix 5. Five of the spaces would be assigned and three would be visitor spaces in accordance with standards. The proposals would include off-road turning provision allowing cars to enter and exit the site in forward gear.

9.22 The existing access would be closed and a new vehicular access introduced into the centre of the frontage punching through the existing retaining wall.

9.23 Residents have expressed concerns regarding potential on-street parking, increased traffic generation and highway danger. However, there would be more than adequate off-road parking which can be accessed and egressed in a forward gear so the danger to the highway is not evidenced. Furthermore, the Highway Authority has raised no objections to the proposal subject to conditions to cover visibility splays (which are shown on plan), access specification, stopping up existing access, laying out parking and approval of retaining wall details, together with informatives.

9.24 Subject to the above, the proposal would comply with Policy CS12 and saved Policy 51, 54 and 58.

Impact on residential amenities

9.25 There would be no material harm to adjoining residential amenities.

9.26 Rosebank - although proposed new building would be closer to the existing bungalow to the west and at a higher level, given its distance from the common boundary of 3.6 m and the proposed siting such that the first floor would be well behind a line drawn at 45 degrees from the nearest rear window serving a habitable room in the bungalow, there would be no material loss of light or overbearing impact on Rosebank. The existing boundary planting would also be supplemented which would help screen and soften the development from Rosebank. The ground floor rear projection would also be set behind the 45 degree line and set 4 m away. There are no windows in the side of Rosebank to suffer any loss of privacy. The only windows on the side of the development would be high level rooflights, so there would be no overlooking of the garden of Rosebank. A condition to secure this would be

recommended. Hedge planting on the side would ensure no material detriment as a result of car headlights from the car park.

9.27 1 The Apple Orchard - Whilst the proposed new building would be sited further to the south in greater line of sight of the rear of 1 The Apple Orchard, and would have a deeper first floor flank wall than existing, it would nevertheless be sited further from the rear boundary of No. 1 by approximately 0.5 m. Furthermore, given the angled orientation of No. 1, the flank wall of the development would be seen to recede in views from this property such that it would be more than 23 m away from the rear of No. 1 at its furthest extent. There is no adopted guideline for rear to side relationships in housing layouts. However, a distance of 12 to 14 m is often considered acceptable which the proposal, even at its closest (14.5 m) would more than satisfy in this case. Furthermore, it should also be noted that, given the favourable topographical levels in this case, the proposed development would not subtend an angle greater than 25 degrees to the horizontal. In such circumstances, the proposal would meet the BRE guideline with regards to acceptable lighting conditions. Given also the hipped roof design and the breaking up of the flank wall with the chimney stack, it is not considered that there would be any material harm by reason of overbearing appearance or visual impact. There would be no windows in the flank wall that would result in any overlooking issues subject to a condition securing the high level rooflights. First and second floor windows in the front elevation of the development would result in highly oblique overlooking of the rear garden. However, given the portrait form and that windows would be recessed by 90 mm which would further restrict direct overlooking, it is not considered that the harm would be so material as to warrant refusal in this case.

9.28 2 The Apple Orchard - the key concern here is with regards to overlooking from rear windows. However, it should be noted that No. 2 is already overlooked by first floor windows in the existing house. The proposed resiting of the rear wall between 4.2 m and 8.5 m further to the rear will have a beneficial effect on the privacy of No. 2 as the angle of overlooking will become more oblique. Furthermore, the nearest first floor window will serve an en-suite and will be obscure glazed and the second floor rooflights will be high level and therefore prevent any overlooking in most circumstances. All other first floor windows will serve bedrooms and therefore will be no worse than existing. Indeed, given their narrower width and the recessed windows, any overlooking will be restricted to the garden which is better than existing. Conditions to require obscure glazing and high level windows are recommended. With regards to visual impact, given the distance and meeting of 25 degree angle to horizontal, it is not considered that the proposal would be visually overbearing, nor result in a loss of light, notwithstanding the relocation of the flank wall more into line of sight of No. 2.

9.29 3 The Apple Orchard - the key concern here is again with regards to overlooking from rear facing windows. It should be noted that, as for No. 2, No. 3 is already overlooked by rear facing windows of the existing house. However, due to siting of the block further to the rear by between 4.2 and 8.5 m, the nearest first floor window in the development would be less than 23 m from the nearest window in the rear wall of No. 3 (21.5 m). However, given the angled line of sight, and the orientation of No. 3 away from the rear of the proposed development, there would be no material loss of privacy to No. 3. Indeed, it is doubtful in this orientation that the 23 m distance should be strictly applied as this is effectively a rear to side view where the 12 to 14 m distance would be more relevant. However, given the established distance of some 26 m, and the spacious character of the area, the proposed distance of 21.5 m is considered an acceptable compromise in the circumstances. All the other windows would meet or

exceed the 23 m distance. There would be no material loss of light or visual impact.

9.30 All other properties in The Apple Orchard are considered not to be materially affected by the development. Properties in Tannsfeld Drive to the rear are sufficient distance not to be affected. No. 81 Highfield Lane opposite the site has raised concerns over headlight glare from cars exiting the site. However, given the boundary wall enclosure to the front, and the main orientation of that property at 90 degrees to Fairview, and given that the proposed access will slope down onto Highfield Lane, it is not considered that there would be any material detriment to the occupants of that property.

A number of residents have expressed concerns about an increase in noise and disturbance. Whilst there would be an increased number of residents as a result of the use, it is not considered that it is likely to be so intense to cause significant adverse impact on established residential amenities.

9.31 The proposal would accord with Policy CS12.

Sustainable Design and Construction

9.32 Any new development should be consistent with the principles of sustainable design as set out in Policies CS29, CS30 and CS31 of the Core Strategy.

9.33 A CS29 sustainability checklist has been submitted in accordance with Policy CS29 which is considered acceptable. It is recommended that the details be secured by condition.

Other considerations

9.34 The Scientific Officer raises no objection to the development in relation to noise, air quality and land contamination subject to the standard Phase I and II contamination reports, and a remediation statement as necessary. A construction management plan condition and demolition method statement is also recommended prior to commencement.

9.35 The site is abutted by public footpath 40 which runs along Highfield Lane. The Rights of Way Officer has advised that adequate site lines will be required from the site to ensure safe passage for pedestrians. Driver to pedestrian visibility splays will be provided as required by the Highway Authority and as shown on plan.

10. Conclusions

10.1 The proposed development would be acceptable in principle. The existing dwelling is not considered to be a heritage asset that should prevent its demolition, subject to a satisfactory design of replacement building. The proposed flatted scheme of 5 dwellings would cause no harm to the character or appearance of this residential area and there would be no material harm to residential amenities. The proposal is not considered to be an overdevelopment of the site or an excessive density. Access and car parking for the site would be acceptable. The proposal is therefore recommended for approval.

11. RECOMMENDATION – That planning permission be **GRANTED** for the reasons

referred to above and subject to the following conditions:

Conditions

No	Condition
1	<p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>No development (other than demolition, site preparation, groundworks, site investigation and remediation) shall take place until samples of the materials to be used in the construction of the external walls and roof of the development hereby permitted shall have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure a satisfactory appearance to the development in accordance with Policy CS12 of the Dacorum Core Strategy (September 2013).</p>
3	<p>Notwithstanding any details submitted, no development (other than demolition, site preparation, groundworks, site investigation and remediation) shall take place until 1:20 details of the following to be used in the construction of the development hereby permitted shall have been submitted to and approved in writing by the local planning authority.</p> <p>1:20 details of all windows and doors (including vertical cross section through the openings to show the set back from the reveals) Details of rooflights 1:20 construction details of eaves, bargeboards and other external joinery. Details of any external flues, gas pipes, vents, extracts, metre cupboards</p> <p>Development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure a satisfactory appearance to the development in accordance with Policy CS12 of the Dacorum Core Strategy (September 2013).</p>
4	<p>Development shall be carried out in accordance with the details on Drg. No. 0623/16 Rev F and, notwithstanding any details shown, no development (other than demolition, site preparation, groundworks, site investigation and remediation) shall take place until full details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority. These details shall include:</p> <p>hard surfacing materials; soft landscape works which shall include planting plans (including replacement tree planting); written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;</p>

	<p>minor artefacts and structures (e.g. furniture, storage units, signs, lighting etc); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc, indicating lines, manholes, supports etc).</p> <p>The approved landscape works shall be carried out prior to the first occupation of any part of the development hereby permitted. Any tree or shrub which forms part of the approved landscaping scheme which within a period of five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity to be approved by the local planning authority.</p> <p>Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Policies CS12, CS13 and CS29 of the Dacorum Core Strategy (September 2013) and Policies 99, 100 and 129 of the Dacorum Borough Local Plan 1991-2011.</p>
5	<p>The development shall be carried out in accordance with the approved levels and relative heights shown on Drg. Nos.623/13 Rev E, 623/17 Rev B, 623/18 Rev A, 623/33 and 623/37.</p> <p>Reason: For the avoidance of doubt and to ensure a satisfactory form of development in accordance with Policies CS11, 12 and 13 of the Dacorum Core Strategy September 2013.</p>
6	<p>The development hereby permitted shall be carried out in accordance with the approved sustainability checklist.</p> <p>Reason: To ensure the sustainable development of the site in accordance with Policy CS29 of the Dacorum Core Strategy September 2013.</p>
7	<p>No development, shall take place until a Phase I Report to assess the actual or potential contamination at the site has been submitted to and approved in writing by the local planning authority. If actual or potential contamination and/or ground gas risks are identified, further investigation shall be carried out and a Phase II report shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. If the Phase II report establishes that remediation or protection measures are necessary, a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>For the purposes of this condition:</p> <p>A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.</p>

	<p>A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.</p> <p>A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32. The details are required before commencement of development as if they are deferred until after the development has begun, the opportunity to decontaminate the land will have been lost to the detriment of human health and other receptors.</p>
8	<p>All remediation or protection measures identified in the Remediation Statement referred to in Condition 8 shall be fully implemented within the timescales and by the deadlines as set out in the Remediation Statement and a Site Completion Report shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any part of the development hereby permitted.</p> <p>For the purposes of this condition a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It shall contain quality assurance and validation results providing evidence that the site has been remediated to a standard suitable for the approved use.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32 and the NPPF (2018).</p>
9	<p>No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan should consider all phases of the development.</p> <p>Therefore, the construction of the development shall only be carried out in accordance with the approved Construction Management Plan which shall include details of:</p> <ul style="list-style-type: none"> a) Construction vehicle numbers, type, routing b) Traffic management requirements c) Construction and storage compounds (including areas designated for car parking) d) Siting and details of wheel washing facilities e) Cleaning of site entrances, site tracks and the adjacent public highway f) Timing of construction activities to avoid school pick up/drop off times g) Provision of sufficient on-site parking prior to commencement of construction activities h) Post construction restoration/reinstatement of the working areas and

	<p>temporary access to the public highway. i) Construction or Demolition Hours of Operation j) Dust and Noise control measure k) Asbestos control measure where applicable</p> <p>Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Core Strategy (2013) Policy CS8. The details are required before commencement of development as if they are deferred until after the development has begun, the measures will not be in place to deal with all the matters listed.</p>
10	<p>Prior to demolition works commencing a Demolition Method Statement shall be submitted to and approved in writing by the Local Planning Authority for a management scheme whose purpose shall be to control and minimise emissions of pollutants from and attributable to the demolition of the development. This should include a risk assessment and a method statement in accordance with the control of dust and emissions from construction and demolition Best Practice Guidance published by London Councils and the Greater London Authority. The scheme shall set out the secure measures, which can, and will, be put in place.</p> <p>Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Core Strategy (2013) Policy CS8.</p>
11	<p>The development shall not be brought into use until the new vehicle crossover has been constructed to the current specification of the Highway Authority.</p> <p>Reason: In the interest of highway safety and to ensure the development provides adequate access and egress to and from the on-site parking facilities in accordance with Policy CS12 of the Dacorum Core Strategy September 2013 and saved Policy 51 of the Dacorum Borough Local Plan 1991-2011.</p>
12	<p>Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility (accept as may be approved as part of any landscaping scheme) between a height of 0.6m and 2m above the carriageway.</p> <p>Reason: In the interests of highway safety in accordance with Policy CS12 of the Dacorum Core Strategy September 2013 and saved Policies 51 and 54 of the Dacorum Borough Local Plan 1991-2011.</p>
13	<p>Pedestrian visibility splays of 2 m x 2 m shall be provided before any part of the development is first brought into use, and they shall thereafter be maintained, on both sides of the entrance to the site, within which there shall be no obstruction to visibility between 0.6 m and 2 m above the carriageway.</p> <p>Reason: In the interests of highway safety in accordance with Policy CS12 of the Dacorum Core Strategy September 2013 and saved Policies 51 and 54 of the Dacorum Borough Local Plan 1991-2011.</p>
14	<p>Prior to commencement of development, full details of the construction of any retaining wall associated with construction of the dwelling, including any necessary Approval In Principle certification issued in accordance with the requirements of the Department for Transport's DMRB Standard BD 2/12: Technical Approval of Highway Structures, shall be submitted to and approved</p>

	<p>in writing by the Highway Authority.</p> <p>Reason: In the interests of public safety to ensure that construction of the development hereby permitted does not affect the stability of the public highway</p>
15	<p>Prior to first occupation of the development and the new access being brought into use, the existing access point not incorporated in the development hereby permitted shall be permanently closed by raising the existing dropped kerb and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway verge and highway boundary.</p> <p>Reason: In the interests of the visual amenities of the area and to limit the number of access points along the site boundary for the safety and convenience of the highway user in accordance with Policy CS12 of the Dacorum Core Strategy September 2013 and saved Policies 51 and 54 of the Dacorum Borough Local Plan 1991-2011.</p>
16	<p>Prior to the first occupation of the development hereby permitted the proposed access / on-site car parking / turning areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.</p> <p>Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety in accordance with Policy CS8 and CS12 of the Dacorum Core Strategy September 2013 and saved Policies 51, 54 and 58 of the Dacorum Borough Local Plan 1991-2011.</p>
17	<p>The window at first floor level in the southern (rear) elevation of the development hereby permitted shown as obscure glazed shall be permanently fitted with obscured glass and non opening below a height of 1.7 metres from internal floor level of the room being served.</p> <p>Reason: In the interests of the residential amenities of the occupants of the adjacent dwellings in accordance with Policy CS12 of the Dacorum Core Strategy September 2013.</p>
18	<p>The pairs of rooflights in the side and rear elevations of the development hereby permitted shown on plan as having a height dimension of 1700 mm shall have a cill height of not less than 1.7 metres above internal floor level of the room being served.</p> <p>Reason: In the interests of the residential amenities of the occupants of the adjacent dwellings in accordance with Policy CS12 of the Dacorum Core Strategy September 2013.</p>
19	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>Location Plan 0623/01 Rev B 0623/03 0623/04 0623/05 0623/11 Rev D</p>

0623/12 Rev D
0623/13 Rev E
0623/14 Rev C
0623/15 Rev C
0623/16 Rev F
0623/17 Rev B
0623/18 Rev A
0623/33
0623/34
0623/36 Rev A
0623/37

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

Article 35 Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the pre-application stage and determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

INFORMATIVES:

Highway Authority

1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:-

<https://www.hertfordshire.gov.uk/droppedkerbs/>

2. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

3. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the

same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

4. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

5. Highway structural considerations: The applicant is advised that in order to comply with Condition 14 of this permission it will be necessary for the developer of the site to contact the Hertfordshire County Council Bridge Asset Manager in connection with the requirements of Department for Transport Standard BD 2/12: Technical Approval of Highway Structures. Further details can be obtained from the Highway Authority at County Hall, Pegs Lane, Hertford, Herts, SG13 8DN (Telephone: 0300 1234047).

Environmental Health

Piling Works

If piling is considered the most appropriate method of foundation construction, prior to commencement of development, a method statement detailing the type of piling and noise emissions, shall be submitted to and approved in writing by the Local Planning Authority. All piling works shall be carried out in accordance with the agreed details.

Reason: In the interests of the amenities of residents of neighbouring properties and in accordance with and to comply with Dacorum Borough Councils Policies

Noise on Construction/Demolition Sites

The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites. And the best practicable means of minimising noise will be used. Guidance is given in British Standard BS 5228: Parts 1, 2 and Part 4 (as amended) entitled 'Noise control on construction and open sites'.

Construction hours of working – plant & machinery

In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0800hrs to 1800hrs on Monday to Friday 0800hrs to

<p>1230hrs Saturday, no works are permitted at any time on Sundays or bank holidays</p> <p>Dust</p> <p>As advised within the application documentation, dust from operations on the site should be minimised by spraying with water or by carrying out other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, Produced in partnership by the Greater London Authority and London Councils.</p> <p>Bonfires</p> <p>Waste materials generated as a result of the proposed demolition and/or construction operations shall be disposed of with following the proper duty of care and should not be burnt on the site. Only where there are no suitable alternative methods such as the burning of infested woods should burning be permitted.</p> <p>Unexpected contamination</p> <p>In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority with all works temporarily suspended because, the safe development and secure occupancy of the site lies with the developer.</p>

Appendix A

Consultation responses

DBC - RIGHTS OF WAY	08/06/2018	<p>Site is abutted by Hemel Hempstead public footpath 40. Access to the site requires crossing this footpath which will require site lines to be adequate as to allow safe passage for pedestrians.</p> <p>No further comments.</p>
DBC - CONTAMINATED	25/04/2018 20/06/2018	Please be advise that we have no objection to the proposed development in relation to Air

<p>LAND</p>		<p>Quality and Land Contamination. Therefore, the following planning condition and informative are recommend should planning permission be granted.</p> <p>1). Construction Management Plan Condition No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan should consider all phases of the development. Thereafter the construction of the development shall only be carried out in accordance with the approved plan. The Construction Management Plan shall include details of:</p> <ul style="list-style-type: none"> a) Construction vehicle numbers, type, routing b) Traffic management requirements c) Construction and storage compounds (including areas designated for car parking) d) Siting and details of wheel washing facilities e) Cleaning of site entrances, site tracks and the adjacent public highway f) Timing of construction activities to avoid school pick up/drop off times g) Provision of sufficient on-site parking prior to commencement of construction activities h) Post construction restoration/reinstatement of the working areas and temporary access to the public highway. <p>Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Core Strategy (2013) Policy CS8.</p> <p>2). Un-expected Contaminated Land Informative In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority with all works temporarily suspended because, the safe development and secure occupancy of the site lies with the developer.</p> <p>3). Construction Hours of Working – (Plant & Machinery) Informative In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1830hrs on Monday to Saturdays, no works are permitted at any time on Sundays or bank holidays.</p> <p>4). Construction/Demolition Dust Informative</p>
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		<p>Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.</p> <p>In addition, the applicant must ensure any concern with an asbestos release during demolition work where this is applicable is adequately addressed.</p> <p>5). Noise on Construction/Demolition Sites Informative</p> <p>The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.</p> <p>Should you have any further query in respect of this application, please do not hesitate to contact me on extension 2719 quoting Flare reference 539058.</p> <p>(25/04/18)</p> <p>The site is located within the vicinity of a potentially contaminative land use (infilled pond) situated approximately 230 metres to the north-northwest. BGS data indicates the site and immediate area to the north and south to be underlain by superficial deposits of the Clay with Flints Formation. Due to the distance of this feature from the site and relatively impermeable underlying geology, it is unlikely that a viable pollutant linkage exists connecting the potential source of contamination with the application site.</p> <p>As a precaution, I recommend that the developer be advised to keep a watching brief during ground works on the site for any potentially contaminated material. Should any such material be encountered, then the Council must be informed without delay, advised of the situation and an appropriate course of action agreed.</p> <p>(2/02/18)</p> <p>Please be advise that we have no objection to</p>
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		<p>the proposed development in relation to Noise, Air Quality and land contamination. However, considering the nature of proposed end use i.e. residential with communal amenity area, the following planning conditions and informative are recommend should planning permission be granted.</p> <p>1a). Contaminated Land Condition No development, shall take place until a Phase I Report to assess the actual or potential contamination at the site has been submitted to and approved in writing by the local planning authority. If actual or potential contamination and/or ground gas risks are identified, further investigation shall be carried out and a Phase II report shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. If the Phase II report establishes that remediation or protection measures are necessary, a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>For the purposes of this condition: A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.</p> <p>A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required. A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>1b). All remediation or protection measures</p>
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		<p>identified in the Remediation Statement referred to in Condition 1a above shall be fully implemented within the timescales and by the deadlines as set out in the Remediation Statement and a Site Completion Report shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any part of the development hereby permitted.</p> <p>For the purposes of this condition: a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It shall contain quality assurance and validation results providing evidence that the site has been remediated to a standard suitable for the approved use.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32 and the NPPF (2012).</p> <p>Informative: Paragraph 121 of the NPPF states that all site investigation information must be prepared by a competent person. This is defined in the framework as 'A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.' Contaminated Land Planning Guidance can be obtained from Regulatory Services or via the Council's website www.dacorum.gov.uk</p> <p>2). Construction Management Plan Condition No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan should consider all phases of the development. Therefore, the construction of the development shall only be carried out in accordance with the approved Construction Management Plan which shall include details of:</p> <ul style="list-style-type: none"> a) Construction vehicle numbers, type, routing b) Traffic management requirements c) Construction and storage compounds (including areas designated for car parking) d) Siting and details of wheel washing facilities e) Cleaning of site entrances, site tracks and
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		<p>the adjacent public highway</p> <p>f) Timing of construction activities to avoid school pick up/drop off times</p> <p>g) Provision of sufficient on-site parking prior to commencement of construction activities</p> <p>h) Post construction restoration/reinstatement of the working areas and temporary access to the public highway.</p> <p>i) Construction or Demolition Hours of Operation</p> <p>j) Dust and Noise control measure</p> <p>k) Asbestos control measure where applicable</p> <p>Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Core Strategy (2013) Policy CS8.</p> <p>3). Demolition Method Statement</p> <p>Prior to demolition works commencing a Demolition Method Statement shall be submitted to and approved in writing by the Local Planning Authority for a management scheme whose purpose shall be to control and minimise emissions of pollutants from and attributable to the demolition of the development. This should include a risk assessment and a method statement in accordance with the control of dust and emissions from construction and demolition Best Practice Guidance published by London Councils and the Greater London Authority. The scheme shall set out the secure measures, which can, and will, be put in place.</p> <p>Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Core Strategy (2013) Policy CS8.</p> <p>4). Un-expected Contaminated Land Informative</p> <p>In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority with all works temporarily suspended because, the safe development and secure occupancy of the site lies with the developer.</p> <p>I hope the above clarify our position on the submitted application?</p> <p>Should you have any further query in respect of the application, please do not hesitate contact me on Ext 2719 quoting Flare reference 551132.</p>
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DBC - TREES & WOODLANDS - CLEAN SAFE AND GREEN	14/06/2018	<p>I've just been looking through my applications and seems I've mixed a couple up and didn't realise this was the application where trees have been removed. I have visited this site and a number of trees to the side of the current building have been felled. I have looked at their footprint and I would advise they would not be considered mature or of significance if they were in place. I believe they were leylandii, from what I could see from the remnants of bark I could see.</p> <p>I know you suggested a requirement for replacements for the trees lost. I'm happy for this to be specified but the applicant should submit a scheme for landscaping. This should include:</p> <ul style="list-style-type: none"> · Species, · Size · Planting methods · Aftercare.
HERTS PROPERTY SERVICES HERTS COUNTY COUNCIL	06/02/2018	<p>Herts Property Services do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within Dacorum CIL Zone 3 and does not fall within any of the CIL Reg123 exclusions. Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.</p>
HCC - Dacorum Network Area HERTS COUNTY COUNCIL	23/02/2018 04/06/2018	<p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>Hertfordshire County Council as Highway Authority considers that the proposal would not have an increased impact on the safety and operation of the adjoining highways and does not object to the development, subject to the conditions and informative notes below.</p> <p>CONDITIONS</p>

		<p>1. The development shall not be brought into use until the new vehicle crossover has been constructed to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction. Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use.</p> <p>2. Prior to the first occupation vehicular and pedestrian (and cyclist) access to and egress from the adjoining highway shall be limited to the access shown on drawing no 0623/16 only. Any other access or egress shall be permanently closed, and the footway / highway verge shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority, concurrently with the bringing into use of the new access. Reason: In the interests of highway safety.</p> <p>3. Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway. Reason: In the interest of highway safety.</p> <p>4. Pedestrian visibility splays of 2m x 2m shall be provided, and thereafter maintained, on both sides of the new vehicle crossover, within which there shall be no obstruction to visibility between 0.6m and 2m above the carriageway. Reason: In the interest of highway safety.</p> <p>5. Prior to the first occupation of the development hereby permitted the proposed access /on-site car and cycle parking / servicing / loading, unloading / turning /waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan drawing no 0623/16 and retained thereafter available for that specific use. Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.</p> <p>6. Retaining Wall Prior to commencement of development, full details of the construction of any retaining wall associated with construction of the dwelling, including any necessary Approval In Principle certification issued in accordance with the requirements of the</p>
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		<p>Department for Transport's DMRB Standard BD 2/12: Technical Approval of Highway Structures, shall be submitted to and approved in writing by the Highway Authority.</p> <p>Reason: In the interests of public safety to ensure that construction of the development hereby permitted does not affect the stability of the public highway</p> <p>INFORMATIVES:</p> <p>1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- https://www.hertfordshire.gov.uk/droppedkerbs/</p> <p>2. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: http://www.hertfordshire.gov.uk/services/transtr eets/highways/ or by telephoning 0300 1234047.</p> <p>3. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all</p>
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		<p>vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website http://www.hertfordshire.gov.uk/services/transtr eets/highways/ or by telephoning 0300 1234047</p> <p>4. Highway structural considerations. The applicant is advised that in order to comply with Condition 6 of this permission it will be necessary for the developer of the site to contact the Hertfordshire County Council Bridge Asset Manager in connection with the requirements of Department for Transport Standard BD 2/12: Technical Approval of Highway Structures. Further details can be obtained from the Highway Authority at County Hall, Pegs Lane, Hertford, Herts, SG13 8DN (Telephone: 0300 1234047).</p> <p>COMMENTS</p> <p>This application is for Demolition of detached dwelling and construction of four flats and one duplex apartment with repositioned access and parking</p> <p>PARKING</p> <p>The proposal includes nine parking spaces on a new hard standing to be constructed to the front of the property, giving onto Highfield Lane, which is an unclassified local access road, so vehicles are not required to enter and leave the highway in forward gear. Provision is also made for cycle parking to the rear of the building.</p> <p>ACCESS</p> <p>There is an existing vxo giving onto a garage from Highfield Lane. This vxo must be stopped up and the pavement and kerb reinstated before the proposed property is occupied. A new vxo is proposed central to the front boundary.</p> <p>I notice that there is a retaining wall along the front boundary of the site and the back edge of the footpath. Since this abuts onto the Highway, the applicant is required to contact Bridge Asset Manager to ensure compliance with Design Manual for Roads and Bridges.#</p> <p>REFUSE STORAGE AND COLLECTION</p> <p>Provision has been made for refuse storage and collection on site.</p> <p>CONCLUSION</p> <p>Hertfordshire County Council as Highway</p>
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		<p>Authority considers the proposal would not have an increased impact on the safety and operation of the adjoining highways.</p> <p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>This amendment has reduced the number of parking spaces from 10 to 8 Hertfordshire County Council as Highway Authority considers that the proposal would not have an increased impact on the safety and operation of the adjoining highways and does not object to the development, subject to the conditions and informative notes below.</p> <p>CONDITIONS</p> <p>1. The development shall not be brought into use until the new vehicle crossover has been constructed to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction.</p> <p>Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use.</p> <p>2. Prior to the first occupation vehicular and pedestrian (and cyclist) access to and egress from the adjoining highway shall be limited to the access shown on drawing no 0623/16 only. Any other access or egress shall be permanently closed, and the footway / highway verge shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority, concurrently with the bringing into use of the new access.</p> <p>Reason: In the interests of highway safety.</p> <p>3. Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.</p> <p>Reason: In the interest of highway safety.</p> <p>4. Pedestrian visibility splays of 2m x 2m shall be provided, and thereafter maintained, on both sides of the new vehicle crossover, within which there shall be no obstruction to visibility between 0.6m and 2m above the carriageway.</p>
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		<p>Reason: In the interest of highway safety.</p> <p>5. Prior to the first occupation of the development hereby permitted the proposed access /on-site car and cycle parking / servicing / loading, unloading / turning /waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan drawing no 0623/16 and retained thereafter available for that specific use.</p> <p>Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.</p> <p>6. Retaining Wall Prior to commencement of development, full details of the construction of any retaining wall associated with construction of the dwelling, including any necessary Approval In Principle certification issued in accordance with the requirements of the Department for Transport's DMRB Standard BD 2/12: Technical Approval of Highway Structures, shall be submitted to and approved in writing by the Highway Authority.</p> <p>Reason: In the interests of public safety to ensure that construction of the development hereby permitted does not affect the stability of the public highway</p> <p>INFORMATIVES:</p> <p>1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- https://www.hertfordshire.gov.uk/droppedkerbs/</p> <p>2. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free</p>
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		<p>passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: http://www.hertfordshire.gov.uk/services/transtr eets/highways/ or by telephoning 0300 1234047.</p> <p>3. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website http://www.hertfordshire.gov.uk/services/transtr eets/highways/ or by telephoning 0300 1234047</p> <p>4. Highway structural considerations. The applicant is advised that in order to comply with Condition 6 of this permission it will be necessary for the developer of the site to contact the Hertfordshire County Council Bridge Asset Manager in connection with the requirements of Department for Transport Standard BD 2/12: Technical Approval of Highway Structures. Further details can be obtained from the Highway Authority at County Hall, Pegs Lane, Hertford, Herts, SG13 8DN (Telephone: 0300 1234047).</p> <p>COMMENTS This application is for Demolition of detached dwelling and construction of four flats and one duplex apartment with repositioned access and parking. This amendment has reduced the number of parking spaces from 10 to 8.</p> <p>PARKING The proposal includes eight parking spaces on a new hard standing to be constructed to the front of the property, giving onto Highfield Lane, which is an unclassified local access road, so vehicles are not required to enter and leave the highway in forward gear. Provision is</p>
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		<p>also made for cycle parking to the rear of the building.</p> <p>ACCESS</p> <p>There is an existing vxo giving onto a garage from Highfield Lane. This vxo must be stopped up and the pavement and kerb reinstated before the proposed property is occupied. A new vxo is proposed central to the front boundary.</p> <p>I notice that there is a retaining wall along the front boundary of the site and the back edge of the footpath. Since this abuts onto the Highway, the applicant is required to contact Bridge Asset Manager to ensure compliance with Design Manual for Roads and Bridges.</p> <p>REFUSE STORAGE AND COLLECTION</p> <p>Provision has been made for refuse storage and collection on site.</p> <p>CONCLUSION</p> <p>Hertfordshire County Council as Highway Authority considers the proposal would not have an increased impact on the safety and operation of the adjoining highways</p>
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DBC - NOISE POLLUTION & HOUSING	08/02/2018	<p>I write in regards to the above listed application, Environmental Health comments are as follows:</p> <p>Development of the property (including demolition) to ensure that all hazardous substances including asbestos are to be removed and handled in a manner to limit or eliminate exposure to the environment</p> <p>Development including demolition is to be undertaken using methods that are as reasonably quite as possible given the nature of the development to minimise nuisance to other properties.</p> <p>No further comments in regards to this application.</p>
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Consultees: not responded

DBC - LEAD OFFICER - HOUSING DEVELOPMENT		
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DBC - BUILDING CONTROL			
THREE VALLEYS WATER PLC (AFFINITY WATER) AFFINITY WATER			
THAMES WATER UTILITIES DEVELOPMENT CONTROL			
REFUSE - CUPID GREEN DEPOT			
DBC - CONSERVATION			
DBC - STRATEGIC PLANNING			

Appendix B

Neighbour notification/site notice responses

Objections

Neighbour reps on latest amended plans

6 The Apple Orchard - I feel that this site will be overdeveloped, as all the other houses in the area are detached so flats would look out of place.

I also feel that the extra traffic that will be created from these flats will be quite dangerous as the corner of Highfield Lane is quite narrow.

I feel that these plans should be rejected, as it will change the look of the area and block the some of the light from The Apple Orchard.

(25/10/18)

5 The Apple Orchard - As the owners and residents of 5 The Apple Orchard, we write to STRONGLY OBJECT to the revised Planning Application Ref: 4/00147/18/FUL.

The latest amended application has changed very little from the previous one and therefore our objections still stand as before and are stated below.

The specific grounds for objection to the proposed housing development of five flats at Fairview, Highfield Lane, HP2 5JE are set out below.

Disparity between existing footprint of Fairview property and proposed development

There is a huge difference between the footprint of the existing Fairview building and the proposed block of flats on drawing number 0623/26 Rev-. With the scale at 1:200 the existing Fairview building is 127.79 sq meters, however, the proposed block of flats footprint is 245.44 sq meters. This means that the proposed development will have a footprint that is 1.92 times bigger than the current building. In addition, the ground floor and first floor of the existing Fairview building has an internal floor area of 212.86 sq meters, which includes the internal garage. However, the internal floor area of the proposed flats is quoted on the drawing as 442sq metres, which means it is 2.07 times bigger than the current building. We believe that this increase in size, massing and positioning of the proposed property within the site area will result in an enormous loss of visual privacy, overshadowing whilst giving rise to potential noise and disturbance to the rear gardens of The Apple Orchard and to all nearby houses.

In addition, a building of this nature and size will:

1. Affect Highway Safety by causing a considerable amount of congestion, increase in local and additional traffic on Highfield Lane and cause obstruction to the footway as well as increasing parking pressure.
2. Visitors to the proposed block will park in Highfield Lane and in The Apple Orchard (which is a very narrow road) and this additional parking is likely to block access to and from this road for residents and visitors alike. Additional parking from visitors to the flat's occupants, particularly in the road bend, would lead to further loss of visibility and increase the potential for road accidents. It should be noted that Highfield Lane accessing Queensway has a dangerous bend with poor sightlines. The provision is for 8 cars – five flats will in all likelihood have two vehicles each and therefore two vehicles will be parked on High Street Green close to the property. This will cause an increase in danger to traffic and pedestrians on this already dangerous corner of High Street Green.
3. An additional concern is the increased danger caused by vehicles turning in and out of the proposed construction with restricted sightlines.
4. Layout and density of building will be totally out of keeping with the rest of the housing along Highfield Lane and in The Apple Orchard. The proposed roof line will be considerably higher than neighbouring properties and will completely change the current street scape.
5. Residents in The Apple Orchard and surrounding roads will be overlooked by the height of the proposed building and will suffer from a lack of privacy as well as a loss of light caused by the overshadowing of the proposed building.

Loss of Amenity to residents in The Apple Orchard and Tannsfield Drive

The proposed building will mean that 9 & 11 Tannsfield Drive will not only be directly overlooked but the number of overlooking windows will greatly affect visual privacy.

Number 1 The Apple Orchard will be directly overlooked by the front of the proposed building. There will also be loss of light to the garden.

Overshadowing of resident's property in The Apple Orchard

Number 2 The Apple Orchard will be directly looking at a brick wall. The windows in the

proposed east facing elevation will give light pollution. The proposed building also impacts the light to the property.

Number 3 The Apple Orchard will suffer a partial loss of light to the garden due to the height and massing of the new development.

Number 4 The Apple Orchard will have the rear garden overlooked with a loss of visual privacy. With five flats with occupants on upper floors, we will be constantly overlooked

In addition, a large number of trees have already been removed from the Fairview site last month. No regard was given to the fact that birds were nesting and how their removal would impact on local wildlife.

Unsympathetic to the character of the Area

In the Area Policy for Adeyfield, HCA23 notes that any new proposals should pay respect to the style and house type close by. It also specifically lists The Apple Orchard as 'Notable in Design.'

The houses on Highfield Lane are also very distinctive in character but the proposed new building would be entirely out of keeping with the area in terms of architectural style and materials, with its height and massing also being significantly out of proportion with the buildings in the surrounding area. The vast majority of the surrounding properties, on The Apple Orchard, Nicholas Way, The Grazings and the lower section of Highfield Lane are detached houses.

The large scale, the height exceeding two stories, and nature of the proposed development would be considerably oppressive relative to the size of the plot, exacerbated by the proposed building line being very close to the boundaries to either side of the property, consequently affecting daylight and visual privacy to the several adjoining properties (as previously mentioned).

Noise and Disturbance

We are concerned that there will be a significant increase of noise and disturbance to all residents in The Apple Orchard particularly those which will be directly adjoined by the proposed communal garden.

Dacorum Borough Council Planning Policies: Adopted Core Strategy

Policy CS11 (Quality of Neighbourhood Design), we feel the proposal hasn't fully considered points a, b and f:

'Within settlements and neighbourhoods, development should: (a) respect the typical density intended in an area and enhance spaces between buildings and general character; (b) preserve attractive streetscapes and enhance any positive linkages between character areas; (c) co-ordinate streetscape design between character areas; (d) protect or enhance significant views within character areas; (e) incorporate natural surveillance to deter crime and the fear of crime; and (f) avoid large areas dominated by car parking.

Policy CS12 (Quality of Site Design) the proposal again hasn't met points c, f and g

On each site development should: a) provide a safe and satisfactory means of access for all users; b) provide sufficient parking and sufficient space for servicing; c) *avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties;* d) retain important trees or replace them with suitable species if their loss is justified; e) plant trees and shrubs to help assimilate development and softly screen settlement edges; f) *integrate with the streetscape character; and g) respect adjoining properties in terms of: i. layout; ii. security; iii. site coverage; iv. scale;*

v. height; vi. bulk; vii. materials; and viii. landscaping and amenity space.

Reference to a previous rejected application (4/03915/15/FUL – Demolition of existing bungalow and construction of two dwellings, 24 Tannsfield Drive), close by to the proposed development of Fairview.

The case officer's reason for turning down the application in summary included:

'This arrangement would not only be nearly double the intended density of the area but, as before, is considered to give rise to a cramped and over-developed form of development that would be out of keeping with the established character of detached dwellings.'

'Although, as before, the proposals do include a strip of low level planting along the frontage, either side of a shared access, this provision is considered insignificant and would fail to mitigate or break up the impact of the hard surfacing and parking within the street scene and would need to be kept below 600 mm height to enable suitable visibility to be maintained. The proposal is in this respect contrary to Policies CS12 (e and g) and CS13 (f).'

'The scale of the car parking is considered excessive and detrimental to the amenity of the local area and not in keeping with other properties.'

'A swept path analysis to ensure that vehicles can park, turn around and re-enter the highway in a forward gear.'

We feel that all of these points raised on this case are also applicable to rejecting the proposed development of Fairview.

We would ask that our detailed objections are taken into account in the council's consideration of planning application Ref: 4/00147/18/FUL and for the reasons set out we are of the strong view that it should be refused.

This planning application is completely inappropriate for this area and is not adhering to DBC's Adopted Core Strategy policies as mentioned earlier. In addition the work proposed will cause a considerable amount of traffic, disruption and noise to what is a quiet and well-kept area of Hemel Hempstead.

We remain totally opposed to this proposal and wish to register for the third time our disapproval to this whole project. It would appear that as long as the Fairview property owners and developers can make financial gain the impact on everyone living nearby is of little interest to Dacorum Borough Council who only seem concerned with fulfilling their housing quotas.

(25/10/18)

85 Highfield Lane - As a resident of Highfield Lane I would say that these plans show a huge over-development of this site and are not in keeping with any of the properties in Highfield Lane or The Apple Orchard and surrounding area.

I am particularly concerned that visitors to the flats will almost certainly park their cars on Highfield Lane, which is quite a narrow road. This will add more congestion to the road and make driving up and down the lane even more hazardous. It would also make backing out of our own driveways more difficult because parked cars would probably be in our eyeline and stop us from having a clear view of the lane. Heaven

forbid that the lane becomes a permanent car park for some cars! The site is very near a sharp bend in the road which is an even bigger worry - an accident waiting to happen.

Consideration has not been given to the current owners of the properties in this area some of whom will have a huge three storey building sitting right at the end of their back gardens, taking away their privacy and blocking some light.

(24/10/18)

4 The Apple Orchard - As the owners and residents of 4 The Apple Orchard, we write to object to the Planning Application Ref: 4/00147/18/FUL. We do not feel enough has been changed on the recent amended plans to address our concerns.

Marketing the properties as 3 bedroom properties: Both flats on the ground floor and one on the first floor have either studies or utility rooms (or both) with windows. These could easily be altered to provide a third bedroom in place of the proposed study or utility. This would lead to an intensification of use, with associated changes to the character of the area as a consequence of increased levels of movement, noise and disturbance. The parking provision set out in the plans would be inadequate, the density well above the medium range and the local environment compromised with the emissions from added vehicles.

The plot would be overdeveloped and the building grossly oversized:

The size and bulk do not reflect the other properties adjacent to it. It is significantly larger (even when dug into the ground) than that of neighbouring dwellings and is approximately 1.7x the size of the existing building. The Local Development Plan states that buildings up to three storeys will be permitted provided they harmonise with local surroundings. The immediate roads (Highfield Lane, The Apple Orchard, Nicholas Way, The Grazings and Tansfield Close) surrounding Fairview are made up of over 60 one or two-story houses. The developers in this case are ignoring local design in their proposed plans; there are no three-story buildings in the roads close by.

Although Area Policy for Adeyfield, HCA23 lists 'Design: no special requirements' it does note that any new proposals should pay respect to the type, style and mass to the properties close by. Although slightly reduced in size, the proposed building still appears oppressive relative to the adjoining bungalow property; Rosebank. It's height and massing is still also significantly out of proportion with the other buildings in the surrounding area. The extremely large and bulky development would have an adverse impact on the street scene. The proposal is therefore contrary to Policies CS11, 12 & 13 and the guidance in HCA23.

The plot would be cramped: Whilst Fairview is one of the larger properties in the area it currently has a sizeable green corridor between it and the bungalow next door. This makes the area feel open and spacious. The proposed building would severely compromise the sense of openness that the site currently provides to the street scene and the property would be overbearing to the immediate neighbours.

CS12 Appendix 3, A3.1 details *that 'Proposals should be guided by the existing topographical features of the site and its immediate surroundings. They should respect the character of the surrounding area, and in particular there must be adequate space for the proposed development without creating a cramped appearance.'*

Density: The site area of Fairview is 1010sq metres with 5 dwellings proposed = 0.10 Hectares. Therefore this equals a density of 50 dph (net), which is well over the

recommended medium range of 30 to 35 dph (net)

The amended plans for Fairview still don't take into consideration the detriment to our environment (increased number of cars, noise, street parking etc.) and our current healthier living conditions (low density living, open green corridors between properties). NPPF Paragraph 117 states *'meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.'* This also must be relevant for the current residents?

Highway Safety – Increase in local traffic, obstruction to the footway and parking pressure With the increased occupation density on the site and level of parking provision (8 spaces) this will give rise to an increase in local traffic and emission levels. It is likely that visitors to the flats or the inhabitants overspill vehicles will be parked in and on the pavement of Highfield Lane.

Buildings and hard surfacing consume the front garden: The area in front of the development would be entirely given over to eight parking spaces. This would present a hard and engineered frontage, and the parking allocation would appear cramped. Although the proposals do include foliage to be planted (and now also) a wall and fence at the front of the building to minimise the impact of the car park, the foliage would need to be kept at a specific height to maintain good visibility. Due to the fact of where the car park entrance is situated, we have concerns that this foliage maybe eventually be removed to increase visibility for safety reasons and to enable easier access. The entrance is situated on a narrow lane with a blind bend. Any foliage that is allowed to grow too high and block visibility would increase the chances of an accident. If the foliage is reduced or removed for safety reasons, the street scene would be then dominated by hard surfacing car park.

The scale and dominance of hard surfacing and car parking is excessive and detrimental to the amenity of the local area and not in keeping with other properties. This is noted in CS12 Appendix 5, A5.17 states that *Large unbroken expanses of parking or excessive hard surfacing areas at building frontages are undesirable.*

Loss of Privacy: The amended plans show that Number 1 The Apple Orchard will suffer loss of privacy in their bedroom windows and number 2 The Apple Orchard will suffer a loss of privacy due to the stepped back position of the first and second floors on the amended plans. Numbers 3 & 4 The Apple Orchard (our property) will have the rear gardens overlooked. There would also be a loss of privacy from the first and second floor windows to all adjoining properties - with five flats with occupants on upper floors, we will be constantly overlooked.

Listed on the Dacorum Borough Council Planning Policies, Adopted Core Strategy, Policy CS11, we feel the amended proposal still hasn't fully considered points a, b and f. And especially on Policy CS12 point c – *'avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties.'*

We also feel that the amended plans again have not taken into consideration CS12 Appendix 3, A3.6 More detailed aspects of layout and design should be treated as follows: *Privacy - Residential development should be designed and laid out so that the privacy of existing and new residents is achieved.*

Other concerns:

Concerns over potential noise rise and disturbance to the rear gardens of the adjoining properties with the proposal of a communal garden.

Who will maintain the front and rear gardens to ensure that they don't become overgrown and impact the surrounding neighbours?

- The amended plans show that the new building would still be set back in the plot is out-of-character in the area.
- Soakaways have been indicated on the plans; will they be sufficient to cover the runoff from the hard surfacing at the front of the property?

Conclusion

We feel that the amended plans have still not addressed the majority of our concerns. Whilst we fully appreciate there is a need for new housing within Dacorum, we feel that the proposed building on the site of Fairview, specifically relating to the size, mass and relocation within the plot is totally out of character with the other houses in the roads surrounding the property. The majority of new builds going up around our area are flats, we feel a proposal of one or two 2-storeys family homes of proportionate mass to the surrounding houses would instead be a better option and offer a wider range of housing.

We would ask that our detailed objections are taken into account in the council's consideration of planning application Ref: 4/00147/18/FUL and for the reasons set out we are of the strong view that it should be refused.

(24/10/18)

9 Tannsfield Drive - I appreciate the owners have made an effort to reduce the height of the proposed block and slightly move its position. However, I can't help thinking that the area is full of domestic, residential, detached properties and with bungalows (one chalet) either side of the plot. Certainly, from my point of view, if the 2nd floor flat/duplex was removed and a standard roof fitted the property would look pretty much the same as a normal house and presumably would be much more acceptable to all neighbours.

However, I suppose the need to, shall we say, maximise profits takes preference over the neighbours. Sorry but still opposed but would be happy to agree if it just consisted of a ground floor and a 1st floor.

(24/10/18)

Anonymous address - With regard to the further amended plans submitted for this house, we are still not happy and therefore oppose this planning application as it is still not in keeping with the surrounding area. We will be overlooked and have no privacy with this number of flats bearing down on us.

(24/10/18)

9 The Apple Orchard - I have seen the most recent revision of these plans dated 'October' 2018, posted on Dacorum website 11th October 2018, regarding the proposed demolition of the 2-storey 4 bedroomed house known as Fairview in Highfield Lane, and construction of a 3 storey block of 5 double bedroomed 'luxury' flats on the plot. The revisions fail to address any of my original or subsequent objections. I write to express my continued objection to this development as revised. This is on the following grounds, the same as before:

- Completely out of character for the area

- Highways concern regarding increased traffic
- Impact on my property

Details of my objection on these grounds are at the end of this letter, pages 3-4.

The points set out in the Aitchison Rafferty statement regarding the National Policy Planning Framework cause me to comment further:

4.5 This proposal does not work to improve the economic, social or environmental conditions of the area. The applicants have already had an adverse impact on the local area by chopping down the majority of the trees on the proposed development site, perhaps in anticipation of being granted this application.

4.7 I have no faith that any developer will take account of any conditions, as it does not appear that there are any sanctions the planning authorities can or will take for breaking conditions.

5.10 I have no objection to the demolition of Fairview and replacement with a well-designed building. The proposal is not a well-designed building for the area as it is far bigger than surrounding residential dwellings and has an adverse impact on neighbouring properties.

5.29 The proposed block of flats, being larger and occupying much more of the plot than the existing house, would have an unacceptable and negative impact on the occupiers of neighbouring properties. The properties would be overlooked and presented with a large walled structure of an as yet unspecified colour and material. I feel that the points regarding windows in section 5.35 are at best disingenuous and at worst, intentionally misleading.

5.37 The parking level of less than 2 spaces per flat will inevitably lead to parking on the road

5.38 It is a stretch to call the additional landscaping 'substantial', and it does not change sufficiently the visual aspect of the front parking area.

6.1, 6.2 I have no objection to the site being used for residential development. It is stating the obvious to say this is a good place to build housing, since it is in the middle of a housing area. I would support plans for a suitable development in keeping with the scale of surrounding properties, that made adequate provision for parking adjacent to such a sharp bend, and did not impact surrounding properties or mine.

In addition, the internal dimensions are now missing from the plans, allowing the development of the ground floor 'study' rooms as bedrooms. This would then invalidate the claims regarding living space, recreational space and parking made in the statement.

(23/10/18)

10 the Apple Orchard - Please note that I and my parents strongly object to the proposed demolition and building of flats on the site of Fairview in Highfield Lane. It would change the area and cause a great deal of noise and disruption, to us and our neighbours.

Highfield Lane is a narrow road and access would be a problem.
The flats are still planned for three floors.
We feel the site will be very overdeveloped.

(23/10/18)

Kinsale - We write in connection with the above revised planning application. We have noted the revisions and essentially the development is still a substantial block of five, two bedroom flats which goes against the unifying character of the lane, of mainly detached one and two story family dwellings. We live two doors down Highfield Lane from Fairview and feel if this development went ahead, it would set a precedent for future developers for the demolition of other houses with big gardens to make way for more blocks of flats. Eventually spoiling the country feel and character of the lane.

We wish to object strongly to the development of these flats in this location. We think the proposal is contrary to the Dacorum Core Strategy September 2013 policies CS11 (a) (b) (f) and CS12 (c) (f) (g) in regards to the following:

- Three storey dwelling out of scale in this narrow lane.
- The proposed development is out of character with existing adjoining properties.
- The proposed development doesn't integrate with the streetscape character.
- There is a loss of garden land due to the large size of the revised development, the re-siting of the living area (encroaching into the back garden) plus the hard standing for eight cars (completely swallowing the front garden – albeit that a few more bushes are to be planted). Not only will this have a negative visual impact, but it will increase pollution and result in a loss of habitat for wildlife.

POLICY CS11: Quality of Neighbourhood Design

Within settlements and neighbourhoods, development should:

- (a) respect the typical density intended in an area and enhance spaces between buildings and general character;
- (b) preserve attractive streetscapes and enhance any positive linkages between character areas;
- (f) avoid large areas dominated by car parking.

POLICY CS12: Quality of Site Design

On each site development should:

- c) avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties;
- f) integrate with the streetscape character; and
- g) respect adjoining properties in terms of:
 - i. layout;
 - iii. site coverage;
 - iv. scale;
 - v. height;
 - vi. bulk;

viii. landscaping and amenity space.

In addition, we have concerns with regard to the increase of traffic in a narrow lane with the property exit near a bend. On street parking will be increased as the number of parking spaces on the property has been reduced on the revised plan. Visitors and service vehicles to the property will have to park on the road outside, thereby narrowing the lane further or restricting pavement access for pedestrians (Please see photo below taken outside Fairview today illustrating the point). In the DBC Local Plan 1991-2011 it states:

POLICY 51 DEVELOPMENT AND TRANSPORT IMPACTS

The acceptability of all development proposals will always be assessed specifically in highway and traffic terms and should have no significant impact upon:

(e) the environmental and safety implications of the traffic generated by the development.

The new National Planning Policy Framework was issued on 24 July 2018 and paragraph 70 states:

“Where an allowance is to be made for windfall sites Plans should consider the case for setting out policies to resist inappropriate development of residential gardens”

Historically, Highfield Lane is mentioned as early as 1890 in Hemel Hempstead, long before the new town was developed. It has a “country lane” character consisting of mainly detached family dwellings with front and back gardens of a picturesque and traditional nature. As far as we know, this is the first application for a three story apartment block in this lane according to the planning records.

(23/10/18)

1 The Apple Orchard - All the houses in the area are detached, we do not want the look and feel of the area spoilt by standing up flats. The High Field lane area in Adeyfield is highly sought after and flats will detract from the natural beauty of the area and will not be aligned with the look, feel and build style that all the houses have in the vicinity.

Furthermore the bend at the bottom of High Field Lane is narrow and very sharp, if access to the Fairview plot is to be opened up then that could well become a safety hazard.

(21/10/18)

1 The Apple Orchard - I feel this will ruin the look and feel of the area, it will detract from the natural set-up that we currently have and I am opposed to the demolition and building of these new flats.

(21/10/18)

1 the Apple Orchard - We object to the above proposal for reasons shown below

Overlooking / Loss of Privacy

The revised plans have some minor changes which have improved the situation slightly, however the front windows on storeys 2 and 3 will still overlook our property resulting in loss of privacy, as you saw on your visit to our property recently.

Size of Building

Even with the modest changes the building is still an extremely large / bulky development which is out of character, and far too big for the plot

Highway Safety / Parking

The proposed entry/ exit to the new property is a few yards away from a virtual blind bend in the road in both directions. The road is also quite narrow at this point, it can just take 1 vehicle parked on the blind bend to create a potential problem.

The number of new properties will attract more visitors, deliveries etc who have nowhere to park except the road. You really have to know the road to understand what I am saying ! It has to be driven with extra care.

(21/10/18)

3 The Apple Orchard - As the owners and residents of 3 The Apple Orchard, we write to OBJECT to the above planning application reference.

From the first objection there were some changes on the second plans, however this time hardly anything, other than the slight reduction of the roof line, there has been minimal change to the plans or size of the overall building they are proposing.

- With reference to drawing number 0623/13 the outline marked for Rosebank gives an indication of the sheer size, which will be overbearing and completely out of character with all the surrounding area.
- There are no other 3 story buildings in the surrounding area, or indeed multi-faceted roofed buildings which do nothing to hide the mass and bulk of the building, and will in turn become an over developed, cramped accommodation which will be out of keeping with the established character of existing detached properties.
- With the single story having been introduced on the ground floor the windows on the first floor will now have an even clearer view of our property, reducing the privacy in our home and garden which will be detrimental to our quality of life.
- As there are no roof lights on the flat roofs there will be nothing to stop these becoming balconies or roof gardens, once again imposing further on our light and privacy, which will have a negative effect on our health.
- These are proposed as 2 bedroomed flats with a study, should the study become a bedroom (as properties are sold) the car parking allowance will be below the requirements and will overflow onto our neighbouring roads.
- The road that Fairview sits on already is a narrow road with a tight bend within a couple of metres of the existing driveway. This part of Highfield

Lane was not designed to cope with the inevitable increase in traffic that this development will bring along with the associated parking difficulties. Neither has there been any provision made for visitor parking. Highfield Lane is a narrow road and vehicles will therefore park partly on the pavements resulting in obstructions to walkways and the associated dangers this will present.

- In regard to Policy CS12 (Quality of Site Design) the proposal again hasn't met points c, f and g;
- (c) 'avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties.'
- (f) 'integrate with the streetscape character.'
- (g) 'respect adjoining properties in terms of: i. layout; ii. security; iii. site coverage; iv. scale; v. height; vi. bulk; vii. materials; viii. landscaping and amenity space.'

To conclude, we request that the Planning Department takes this planning rejection and all of our objections into account and rejects the planning application Ref: 4/00147/18/FUL.

(20/10/18)

2 The Apple Orchard - Amended Plans

The roofline at the rear has been reduced but the floor plan is much the same. The development is still Five Flats the impact on the amenity is still the same and not **appropriate**. See policy CS4

Aitchison Raffety Design Access Statement

6.1 In conclusion, the site is located in the Adeyfield North area of Hemel Hempstead, where the principle of redevelopment is acceptable. The development of this site is also supported by Policy CS4 of the Dacorum Core Strategy, which states that "*residential development is encouraged*" in locations such as this. The provision of housing on this site would also reflect the Council's general hierarchal approach to development, with Hemel Hempstead being the focus for housing growth.

POLICY CS4: The Towns and Large Villages

Development will be guided to the appropriate areas within settlements.

In residential areas **appropriate residential development is encouraged**. Non-residential development for small-scale social, community, leisure and business purposes is also encouraged, provided it is compatible with its surroundings.

As an immediate neighbour to the development we are of the view that the proposal will have a serious impact on our lives and should not be passed.

VISUAL INTRUSION / IMPACT ON AMENITY

The Apple Orchard, Highfield Lane and Tannfield Drive consist of detached low-density houses and bungalows.

The house Fairview sits with a green space to the front, side and rear that affords a pleasant green space enjoyable to all nine homes that adjoin the property.

The Flats would have an adverse impact on the residential amenity.

The proposed FLATS are :

Totally out of character, over-bearing, crammed into the site, on a scale of Commercial proportions, almost twice the size and higher than the existing property

The mass, bulk and proximity of the Flats would appear overbearing and intrusive.

Dacorum Borough Council Planning Policies Adapted core Strategy
Policy CS 11 Quality of Neighbourhood Design

Within settlements and neighbourhoods, development should:

- respect the typical density intended in an area and enhance spaces between buildings and general character;
- a preserve attractive streetscapes and enhance any positive linkages between character areas;
- b co-ordinate streetscape design between character areas;
- c protect or enhance significant views within character areas;
- d incorporate natural surveillance to deter crime and the fear of crime; and
- e avoid large areas dominated by car parking.

We believe the proposal has not fully considered points a,b,d,and f

LOSS OF LIGHT / OVERSHADOWING

The bulk and proximity of the FLATS will cast a shadow over our house and garden.

Dacorum Borough Council Planning Policies Adapted core Strategy
Policy CS 12 Quality of Quality of Site Design

On each site development should:

- c. Avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties
- e. plant trees and shrubs to softly screen development and settlement edges;
- f. integrate with the streetscape character; and
- respect adjoining properties in terms of: (i) layout; (ii) security; (iii) site coverage; (iv) scale; (v) height; (vi) bulk; materials; and (vii) landscaping and amenity space.

We believe the proposal has not fully considered point's c,e and f

OVERLOOKING/LOSS OF PRIVACY

Our property is open plan and has eight floor to ceiling windows on the ground floor. The rear bedrooms have a continuous wall of windows seven in total. Therefore being over looked and privacy from the upper floors would be a major issue.

NOISE AND DISTURBANCE RESULTING FROM USE

Noise from 10 cars

Increased noise from communal garden,
Over occupancy up to 20 residents

ADEQUACY OF PARKING/TURNING

5 flats means probably 10 cars parking for only 8
There is no additional parking for visitors
Parking in the lane is a hazard

Parking bays not future proof

The minimum recognized width of parking bays 2.4M has remained the same since 1994 while car dimensions have continued to grow as extra safety features have been fitted.

DESIGN APPEARANCE AND TYPE OF MATERIALS

National Planning Policy Framework

Guidance Design

Paragraph: 025 ref ID: 26-025-020140306

CONSIDER SCALE

This relates both to the overall size and mass of individual buildings and spaces in relation to their surroundings, and to the scale of their parts.

Decisions on building size and mass, and the scale of open spaces around and between them, will influence the character, functioning and efficiency of an area.

In general terms too much building mass compared with open space may feel overly cramped and oppressive, with access and amenity spaces being asked to do more than they feasibly can. The size of individual buildings and their elements should be carefully considered, as their design will affect the: overshadowing and overlooking of others; local character; skylines; and vistas and views. The scale of building elements should be both attractive and functional when viewed and used from neighbouring streets, gardens and parks.

The design of the Flats is to maximize the occupancy of the site.

Additional bedroom could be configured with removal of study.

Extremely large/awkward over developed.

Front/rear gardens are mainly buildings/hardstanding.

Most of the existing trees and shrubs removed.

I cannot see how the development meets the planning guidance.

Aitchison Raffety Design Access Statement

2.2 Heritage

Although the house Fairview has not met Heritage criteria it is a local landmark House that fits well within the street scene.

5.29 The proposed dwellings would not have any unacceptable impact on the occupiers of neighbouring properties.

This statement is hard to comprehend how a 3 story block of flats disguised to look like a large house with a large extension on the side have no impact on the neighbouring

properties
Is beyond belief.

Given these objections we believe the development should not go ahead

(19/10/18)

12 Apple Orchard - Please register our strong objection to this amended planning application.

The proposed building is still far too big for the site, it is completely out of character with the surrounding area, and would dwarf and overlook all the surrounding properties.

The thought of an extra 8 cars coming out onto Highfield Lane at the most dangerous corner of this narrow lane is unthinkable. Any visitors to any or all of the five flats would be left parking in the road. This leads to cars parked on the footpath of Highfield Lane and also the corner of The Apple Orchard. This leaves pedestrians no choice but to walk in the road and also blocks the view of the cars exiting The Apple Orchard, both which are extremely dangerous.

More importantly, dwellings in Highfield Lane and The Apple Orchard are desirable detached properties. Any development which departs from this specification would be completely out of character in this delightful area.

Lastly, but no less important, is the passing of this application will inevitably lead to other planning requests for blocks of flats on other large detached properties in Highfield Lane or indeed The Apple Orchard.

(18/10/18)

Rosebank - As the owners and residents of Rosebank Highfield Lane HP2 5JE we write to OBJECT to Planning Application Ref:4/00147/18/FUL. Demolition of detached dwelling and construction of 4 flats and one duplex at Fairview, Highfield Lane HP2 5JE.

When affected residence became aware of the situation a meeting was arranged of about 20 to discuss how we felt about it, and it was felt that their privacy and loss of light and intrusion was compromised also a block of flats was out of character with the surrounding area. Despite making minor adjustments they do not address the fundamental problems of overdevelopment.

Rosebank, bungalow

All hedging from Fairview has been removed plus mature trees except for three trees at the rear of communal amenity. How will the proposed planting be managed from intruding into my property.

Headlights and noise will still be intrusive to our bedroom in the front, all hedges indicated will take many years to grow to be effective and these will not cut out conversations and door slamming at night.

Size

Size should respect type, size and mass of existing nearby development. The

proposed flats respect none of these , The footprint of the flats is 2 times larger and three times higher than Rosebank. Two flats each of 107.6 m.sq are each larger than Rosebank. The flats that contain studies can be altered into bedrooms. The angles used on roof design have been used to minimise the appearance of bulk.

The Area Policy for Adeyfield, HCA23, notes that any new proposals should pay respect to the style and house type close by. This proposal will give rise to an over-developed form that would not be in keeping with the established character of dwellings in the Lane.

The propose building of a block of flats, replacing a Victorian Villa, Fairview, is totally out of place for Highfield Lane.

Highway danger from street parking

With traffic leaving Queensway at 40mph, confronted immediately by a blind bend and facing oncoming cars on the wrong side of the road, due to parked cars in the lane there has been many accidents and near misses as result of the blind bend. The last one I know about happened in 2017, the car lost control and crashed into the 40 mph sign, Fortunately the sign stopped the car careering into Queensway, the bent sign can still be seen. Two oak trees have also been damaged due to cars losing control, therefore let us not increase the danger with additional street parking. It really horrifies me to think of the disruption the demolition and rebuild will cause particularly the heavy lorries that will constantly be using the. Lane

With reference to Aitchison Raffety's statement that the provision of housing on this site would also reflect the Council's hierarchal approach to development, I would respond by saying that the large number of flats already under construction within the area,I am sure the Council would like to see more family homes with a garden available which would be more suitable to the site.

I would like to bring your attention aspects of the proposed development which significantly affects Rosebank. The height of the building will be bigger than the existing one, Rosebank is on land that drops down which exaggerates the difference in scale.

LOSS OF PRIVACY, the side entrance of the flats take people and goods to and from the car park, also to the rear of the property, patio area and communal amenity. Also cycle path to cycle shed, therefore, a busy access route with no privacy.

In conclusion may I say that our objections are genuine and are the result of over development which will cause intrusion, loss of light, failure to respect adjoining properties and parking problems, also it will be setting a precedent that should it be necessary for Rosebank to be sold the same situation will arise from a future developer, and for these reasons we believe that Planning Application 4/00147/18/FUL should be refused.

(16/10/18)

5 The Apple Orchard - This latest application has only made minor changes and has not addressed many of the concerns and objections already made against previous applications.

For example, it still has not addressed the fact that three storeys are proposed which is contrary to the SPD and is 'hiding' the third storey in the roof space by design to appear as a two-storey building.

The major concern is the placement of the building on the site which will impact many of the local residents as has been stated in previous objections.

The parking provision is still above the maximum allowed by the Parking Standard - the application admits that it is 'slightly higher' - surely a maximum is a maximum and is not negotiable.

This is an application made with maximum profit in mind over consideration for local residents.

In conclusion, I strongly object to this proposal and can not see how the planning department can do anything else but reject this planning application in its present form.

(15/10/18)

Neighbour reps on intermediate amendments

9 Tannsfield Drive - The greed of property owners and lack of consideration for local residents by property developers continues to amaze me. If this application had been mainly developed on the footprint of the present property it would have been intrusive but perhaps tolerable. However by moving the development to a more central position on the plot it would appear residents in The Apple Orchard and the adjacent property in Highfield Road will have a very large wall blocking the current view from their back gardens and perhaps more importantly blocking the sun and light. Surely some consideration should have been given to this aspect when the plans were being drawn up but perhaps that was too much to expect.

(3/02/18)

6 The Apple Orchard - I object to the proposed plans as I feel this is an overdevelopment of the area, I feel if this is allowed to go ahead it will totally change the character of Highfield Lane and the Apple Orchard as all the houses are detached properties.

I also feel with the increase in traffic this will become dangerous as where the development is being proposed is on the corner of Highfield Lane which is very narrow, also the noise from deliveries and building work.

I also feel that the light will be affected in the Apple Orchard as the development will back onto the gardens.

We have also got one overdevelopment in The Apple Orchard overlooking the road.

(10/06/18)

XX Tannsfield Drive - We are still worried and therefore would like to object to the amended plans as they will still have a large impact on our property and the surrounding area.

Even though the original plans have been reduced we still feel that the five flats would not be appropriate in an area of only two storey houses and bungalows.

There was a planning application in our own road (Tannsfield Drive) not so long ago for flats, then re-applied for three-storey semi-detached houses which was refused

as it was not in keeping with the surrounding area.

(1/06/18)

5 The Apple Orchard - As the owners and residents of 5 The Apple Orchard, we write to STRONGLY OBJECT to the revised Planning Application Ref: 4/00147/18/FUL.

The specific grounds for objection to the proposed housing development of five flats at Fairview, Highfield Lane, HP2 5JE are set out below.

Disparity between existing footprint of Fairview property and proposed development

There is a huge difference between the footprint of the existing Fairview building and the proposed block of flats on drawing number 0623/26 Rev-. With the scale at 1:200 the existing Fairview building is 127.79 sq meters, however, the proposed block of flats footprint is 245.44 sq meters. This means that the proposed development will have a footprint that is 1.92 times bigger than the current building. In addition, the ground floor and first floor of the existing Fairview building has an internal floor area of 212.86 sq meters, which includes the internal garage. However, the internal floor area of the proposed flats is quoted on the drawing as 442sq metres, which means it is 2.07 times bigger than the current building. We believe that this increase in size, massing and positioning of the proposed property within the site area will result in an enormous loss of visual privacy, overshadowing whilst giving rise to potential noise and disturbance to the rear gardens of The Apple Orchard and to all nearby houses.

In addition, a building of this nature and size will:

- f Affect Highway Safety by causing a considerable amount of congestion, increase in local and additional traffic on Highfield Lane and cause obstruction to the footway as well as increasing parking pressure.
- Visitors to the proposed block will park in Highfield Lane and in The Apple Orchard (which is a very narrow road) and this additional parking is likely to block access to and from this road for residents and visitors alike. Additional parking from visitors to the flat's occupants, particularly in the road bend, would lead to further loss of visibility and increase the potential for road accidents. It should be noted that Highfield Lane accessing Queensway has a dangerous bend with poor sightlines.
- An additional concern is the increased danger caused by vehicles turning in and out of the proposed construction with restricted sightlines.
- Layout and density of building will be totally out of keeping with the rest of the housing along Highfield Lane and in The Apple Orchard. The proposed roof line will be considerably higher than neighbouring properties and will completely change the current street scape.
- Residents in The Apple Orchard and surrounding roads will be overlooked by the height of the proposed building and will suffer from a lack of privacy as well as a loss of light caused by the overshadowing of the proposed building.

Loss of Amenity to residents in The Apple Orchard and Tannsfield Drive

The proposed building will mean that 9 & 11 Tannsfield Drive will not only be directly overlooked but the number of overlooking windows will greatly affect visual privacy.

Number 1 The Apple Orchard will be directly overlooked by the front of the proposed building. There will also be loss of light to the garden.

Overshadowing of resident's property in The Apple Orchard

Number 2 The Apple Orchard will be directly looking at a brick wall. The windows in the proposed east facing elevation will give light pollution. The proposed building also impacts the light to the property.

Number 3 The Apple Orchard will suffer a partial loss of light to the garden due to the height and massing of the new development.

Number 4 The Apple Orchard will have the rear garden overlooked with a loss of visual privacy. With five flats with occupants on upper floors, we will be constantly overlooked

In addition, a large number of trees have already been removed from the Fairview site last month. No regard was given to the fact that birds were nesting and how their removal would impact on local wildlife.

Unsympathetic to the character of the Area

In the Area Policy for Adeyfield, HCA23 notes that any new proposals should pay respect to the style and house type close by. It also specifically lists The Apple Orchard as 'Notable in Design.'

The houses on Highfield Lane are also very distinctive in character but the proposed new building would be entirely out of keeping with the area in terms of architectural style and materials, with its height and massing also being significantly out of proportion with the buildings in the surrounding area. The vast majority of the surrounding properties, on The Apple Orchard, Nicholas Way, The Grazings and the lower section of Highfield Lane are detached houses.

The large scale, the height exceeding two stories, and nature of the proposed development would be considerably oppressive relative to the size of the plot, exacerbated by the proposed building line being very close to the boundaries to either side of the property, consequently affecting daylight and visual privacy to the several adjoining properties (as previously mentioned).

Noise and Disturbance

We are concerned that there will be a significant increase of noise and disturbance to all residents in The Apple Orchard particularly those which will be directly adjoined by the proposed communal garden.

Dacorum Borough Council Planning Policies: Adopted Core Strategy

Policy CS11 (Quality of Neighbourhood Design), we feel the proposal hasn't fully considered points a, b and f:

'Within settlements and neighbourhoods, development should: (a) respect the typical density intended in an area and enhance spaces between buildings and general character; (b) preserve attractive streetscapes and enhance any positive linkages between character areas; (c) co-ordinate streetscape design between character areas; (d) protect or enhance significant views within character areas; (e) incorporate natural surveillance to deter crime and the fear of crime; and (f) avoid large areas dominated by car parking.

Policy CS12 (Quality of Site Design) the proposal again hasn't met points c, f and g

On each site development should: a) provide a safe and satisfactory means of access for all users; b) provide sufficient parking and sufficient space for servicing; c) *avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties*; d) retain important trees or replace them with suitable species if their loss is justified; e) plant trees and shrubs to help assimilate development and softly screen settlement edges; f) *integrate with the streetscape character*; and g) *respect adjoining properties in terms of: i. layout; ii. security; iii. site coverage; iv. scale; v. height; vi. bulk; vii. materials; and viii. landscaping and amenity space.*

Reference to a previous rejected application (4/03915/15/FUL – Demolition of existing bungalow and construction of two dwellings, 24 Tannsfeld Drive), close by to the proposed development of Fairview.

The case officer's reason for turning down the application in summary included:

'This arrangement would not only be nearly double the intended density of the area but, as before, is considered to give rise to a cramped and over-developed form of development that would be out of keeping with the established character of detached dwellings.'

'Although, as before, the proposals do include a strip of low level planting along the frontage, either side of a shared access, this provision is considered insignificant and would fail to mitigate or break up the impact of the hard surfacing and parking within the street scene and would need to be kept below 600 mm height to enable suitable visibility to be maintained. The proposal is in this respect contrary to Policies CS12 (e and g) and CS13 (f).'

'The scale of the car parking is considered excessive and detrimental to the amenity of the local area and not in keeping with other properties.'

'A swept path analysis to ensure that vehicles can park, turn around and re-enter the highway in a forward gear.'

We feel that all of these points raised on this case are also applicable to rejecting the proposed development of Fairview.

We would ask that our detailed objections are taken into account in the council's consideration of planning application Ref: 4/00147/18/FUL and for the reasons set out we are of the strong view that it should be refused.

This planning application is completely inappropriate for this area and is not adhering to DBC's Adopted Core Strategy policies as mentioned earlier. In addition the work proposed will cause a considerable amount of traffic, disruption and noise to what is a quiet and well-kept area of Hemel Hempstead.

We remain totally opposed to this proposal and wish to register for the second time our disapproval to this whole project. It would appear that as long as the Fairview property owners and developers can make financial gain the impact on everyone living nearby is of little interest to Dacorum Borough Council who only seem concerned with fulfilling their housing quotas.

(1/06/18)

97 Highfield Lane - As far as I can see nothing much has changed and with regards to reducing the car parking this surely is going to result in more cars being parked in the

lane on an already dangerous bend.

The whole idea is still out of keeping with the area and I fully support all those that are directly affected by it. It is not just the odd person, but half a close that back onto it and all those residents surrounding this property.

Sadly, if this were to get the go ahead it is just setting a precedence for any future property speculators to spoil what up until now, having lived here for nearly 40 years, has always been a very pleasant area.

Please, do consider the residents of Highfield Lane and the Apple Orchard, when making your decision.

(1/06/18)

25 Georgewood Road - I have noted the amendments to this application and still feel that it affects my parents right to the enjoyment of their property . The development extends too far back on the plot making it overbearing to the property next door. The property next door and it's topography makes the height of the proposed development overbearing. Since the application was submitted my parents have been subjected to power washers going throughout the day to an area of the property that if successful in their application will be demolished. This amounts to harassment and unneighbourly . They have stripped out all the shrubbery that borders my parents home . This house was purchased with deceit in mind no mention to the estate agent was made at the time of purchase of their hidden agenda. They said a family was moving in to live . This application is out of character in a street of .houses . Hemel Hempstead needs more houses not flats .

(31/05/18)

95 Highfield Lane - We have seen the revised plans for Fairview and they are still overdeveloped for the size of the plot. Making the car park smaller will only worsen the parked traffic in the Lane and make for a very dangerous narrow bend onto Queensway.

We still strongly object to these plans, which are completely out of character in Highfield Lane and totally support our friends and neighbours living in the Apple Orchard and hope you take all our comments into consideration.

(31/05/18)

4 The Apple Orchard - As the owners and residents of 4 The Apple Orchard, we write to object to the Planning Application Ref: 4/00147/18/FUL.

The specific grounds for objection to the amended plans are set out below:

Unsympathetic to the character of the Area

Whilst we fully appreciate there is a need for new housing within Dacorum, we feel that the proposed building on the site of Fairview, specifically relating to the size, mass and relocation within the plot is totally out of character with the other houses in the roads surrounding the property. Although it would be sad to lose such a historic house, we

feel a proposal of one or two 2-storeys houses of proportionate mass to the surrounding houses would be instead a better option. Such a development would then follow the building line, the density would meet the acceptable criteria and the mass would be of a reasonable size.

Overshadowing / Loss of Privacy

· The amended plans show that Number 2 The Apple Orchard will now be partially looking at a brick wall that impacts the light to the property. However they will also now suffer a loss of privacy due to the stepped back position of the first and second floors on the amended plans.

· Numbers 3 & 4 The Apple Orchard (our property) will have the rear gardens overlooked. There would also be a loss of privacy from the first and second floor windows to all adjoining properties - with five flats with occupants on upper floors, we will be constantly overlooked.

Listed on the Dacorum Borough Council Planning Policies, Adopted Core Strategy, Policy CS11, we feel the amended proposal still hasn't fully considered points a, b and f. And especially on Policy CS12 point c – *'avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties.'*

Also we feel that the amended plans have not taken into consideration CS12 Appendix 3, A3.6 More detailed aspects of layout and design should be treated as follows:

(i) *Privacy - Residential development should be designed and laid out so that the privacy of existing and new residents is achieved.*

Highway Safety – Increase in local traffic, obstruction to the footway and parking pressure

The amended plans show that the new building would still be set back in the plot which as we brought up in our previous objection letter, is out-of-character in the area.

Although the proposals do include foliage to be planted at the front of the building to minimise the impact of the car park, this would need to be kept at a specific height to maintain good visibility. Due to the fact of where the car park entrance is situated, we have concerns that this foliage maybe eventually be removed to enable easier access and increase visibility. The entrance is situated on a narrow lane with a blind bend. Any foliage that is allowed to grow too high and block visibility would increase the chances of an accident. If the foliage is reduced or removed for safety reasons, the street scene would be then dominated by hard surfacing car park.

The scale and dominance of hard surfacing and car parking is excessive and detrimental to the amenity of the local area and not in keeping with other properties. This is noted in CS12 Appendix 5, A5.17 states that *Large unbroken expanses of parking or excessive hard surfacing areas at building frontages are undesirable.*

With the increased occupation density on the site and level of parking provision (8 spaces) this will give rise to an increase in local traffic levels. It is likely that visitors to the flats or the inhabitants overspill vehicles will be parked in Highfield Lane. The road just down from Fairview is a dangerous bend with poor sightlines and parking would lead to further loss of visibility. On occasions when vehicles have parked on the pavement outside of Fairview our neighbours have had to push prams/steer mobility scooters into the road to get around the cars, which lead to concerns over pedestrian safety.

Although soakaways have been indicated on the plans, will they be sufficient to cover the runoff from the hard surfacing at the front of the property? With chalk streams being predominant in the area our concerns are that excess water will run down the hill.

Conclusion

In conclusion, we feel that the amended plans for the proposal of 4 flats and one duplex apartment have not addressed the majority of our concerns. Some of the outstanding points remain:

- The
-
- The proposed building is grossly oversized for the plot of land.
- It would be out of character with the surrounding buildings in its height mass and design. Consequently this would have a negative impact to the street scene.
- The property would be overbearing to immediately adjoining properties.
- It would severely compromise the sense of openness that the site currently provides to the street scene.

We would ask that our detailed objections are taken into account in the council's consideration of planning application Ref: 4/00147/18/FUL and for the reasons set out we are of the strong view that it should be refused.

(31/05/18)

Kinsale, HL - We write in connection with the above revised planning application. We live two doors down Highfield Lane from Fairview and feel if this development went ahead, it would set a precedent for future developers for the demolition of other houses with big gardens to make way for more blocks of flats. Eventually spoiling the country feel and character of the lane.

We wish to object strongly to the development of these flats in this location. We think the proposal is contrary to the Dacorum Core Strategy September 2013 policies CS11 (a) (b) (f) and CS12 (c) (f) (g) in regards to the following:

- Three storey dwelling out of scale in this narrow lane.
- The proposed development is out of character with existing adjoining properties.
- The proposed development doesn't integrate with the streetscape character.
- There is a loss of garden land due to the large size of the revised development, the re-siting of the living area (encroaching into the back garden) plus the hard standing for eight cars (completely swallowing the front garden – albeit that a few more bushes are to be planted). Not only will this have a negative visual impact, but it will increase pollution and result in a loss of habitat for wildlife.

POLICY CS11: Quality of Neighbourhood Design

Within settlements and neighbourhoods, development should:

- (a) respect the typical density intended in an area and enhance spaces between buildings and general character;
- (b) preserve attractive streetscapes and enhance any positive linkages between character areas;

(f) avoid large areas dominated by car parking.

POLICY CS12: Quality of Site Design

On each site development should:

c) avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties;

f) integrate with the streetscape character; and

g) respect adjoining properties in terms of:

i. layout;

iii. site coverage;

iv. scale;

v. height;

vi. bulk;

viii. landscaping and amenity space.

In addition, we have concerns with regard to the increase of traffic in a narrow lane with the property exit near a bend. On street parking will be increased as the number of parking spaces on the property has been reduced on the revised plan. Visitors and service vehicles to the property will have to park on the road outside, thereby narrowing the lane further or restricting pavement access for pedestrians (Please see photo below taken outside Fairview today illustrating the point). In the DBC Local Plan 1991-2011 it states:

POLICY 51 DEVELOPMENT AND TRANSPORT IMPACTS

The acceptability of all development proposals will always be assessed specifically in highway and traffic terms and should have no significant impact upon:

(e) the environmental and safety implications of the traffic generated by the development.

Historically, Highfield Lane is mentioned as early as 1890 in Hemel Hempstead, long before the new town was developed. It has a "country lane" character consisting of mainly detached family dwellings with front and back gardens of a picturesque and traditional nature. As far as we know, this is the first application for a three story apartments in this lane according to the planning records.

(30/05/18)

2 The Apple Orchard - We wish to make you aware of our most strong objections to the proposed development of FLATS at the rear of Fairview.

As an immediate neighbour to the development we are of the view that the proposal will have a serious impact on our lives and should not be passed.

VISUAL INTRUSION / IMPACT ON AMENITY

The Apple Orchard, Highfield Lane and Tannfield Drive consist of detached low-density houses and bungalows.

The house Fairview sits with a green space to the front, side and rear that affords a pleasant green space enjoyable to all nine homes that adjoin the property.

The Flats would have an adverse impact on the residential amenity.
This will be replaced by a mass of brick and car park.

The proposed FLATS and CAR PARK are :

Totally out of character

Over-bearing to immediately adjoining properties

Crammed into the site

1.5M from our boundary and 14M from our property

Out of scale of Commercial proportions, almost twice the size and higher (450mm) than the existing property.

The mass, bulk and proximity of the Flats would appear overbearing and intrusive on our property.

Dacorum Borough Council Planning Policies Adapted core Strategy
Policy CS 11 Quality of Neighbourhood Design

Within settlements and neighbourhoods, development should:

- respect the typical density intended in an area and enhance spaces between buildings and general character;
- g preserve attractive streetscapes and enhance any positive linkages between character areas;
- h co-ordinate streetscape design between character areas;
- i protect or enhance significant views within character areas;
- j incorporate natural surveillance to deter crime and the fear of crime; and
- k avoid large areas dominated by car parking.

We believe the proposal has not fully considered points a,b,d,and f

LOSS OF LIGHT / OVERSHADOWING

The proposed development along 50% of our joint boundary will be predominantly a three story brick wall 13M from our house.

The bulk and proximity of the FLATS will cast a shadow over our house and garden.

Dacorum Borough Council Planning Policies Adapted core Strategy
Policy CS 12 Quality of Quality of Site Design

On each site development should:

- c. Avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties
- e. plant trees and shrubs to softly screen development and settlement edges;
- f. integrate with the streetscape character; and
- respect adjoining properties in terms of: (i) layout; (ii) security; (iii) site coverage; (iv) scale; (v) height; (vi) bulk; materials; and (vii) landscaping and amenity space.

We believe the proposal has not fully considered point's c,e and f

OVERLOOKING/LOSS OF PRIVACY

Our property is open plan and has eight floor to ceiling windows on the ground floor. The rear bedrooms have a continuous wall of windows seven in total. Therefore being over looked and privacy from the upper floors would be a major issue.

NOISE AND DISTURBANCE RESULTING FROM USE

Noise from 10 cars
Increased noise from communal garden,
Over occupancy up to 20 residents

ADEQUACY OF PARKING/TURNING

5 flats means probably 10 cars parking for only 8
There is no additional parking for visitors
Parking in the lane is a hazard

Parking bays not future proof
The minimum recognized width of parking bays 2.4M has remained the same since 1994 while car dimensions have continued to grow as extra safety features have been fitted.

DESIGN APPEARANCE AND TYPE OF MATERIALS

National Planning Policy Framework
Guidance Design
Paragraph: 025 ref ID: 26-025-020140306

CONSIDER SCALE

This relates both to the overall size and mass of individual buildings and spaces in relation to their surroundings, and to the scale of their parts. Decisions on building size and mass, and the scale of open spaces around and between them, will influence the character, functioning and efficiency of an area. In general terms too much building mass compared with open space may feel overly cramped and oppressive, with access and amenity spaces being asked to do more than they feasibly can. Too little and neither land as a resource or monetary investment will be put to best use. The size of individual buildings and their elements should be carefully considered, as their design will affect the: overshadowing and overlooking of others; local character; skylines; and vistas and views. The scale of building elements should be both attractive and functional when viewed and used from neighbouring streets, gardens and parks.

The design of the Flats is to maximize the occupancy of the site.
Extremely large/awkward over developed.
Front/rear gardens are mainly buildings/hardstanding.
Most of the existing trees and shrubs removed.

I cannot see how the development meets the planning guidance.

Aitchison Raffety Design Access Statement

2.2 Heritage

Although the house Fairview has not met Heritage criteria it is a local landmark House that fits well within the street scene.

5.29 The proposed dwellings would not have any unacceptable impact on the occupiers of neighbouring properties.

This statement is hard to comprehend how a 3 story block of flats disguised to look like a large house with a large extension on the side have no impact on the neighbouring properties Is beyond belief.

Given these objections we believe the development should not go ahead

I request that you visit our property to view the potential impact of the proposed development.

(30/05/18)

12 The Apple Orchard - (29/05/18)

11 The Apple Orchard - Please feel free to use the objection and comments we have made against the planning permission to demolish the existing property and proposed plan to build flats and a duplex dwelling at Fairview Highfield Lane.

We are totally against the proposed plan and feel it will really detract from the ambience, look feel and character of the area, our original comments on the proposed plan I have copied below for your reference.

Please feel free to contact us directly if you require any further comments or support on this matter.

(29/05/18)

9 The Apple Orchard - I have seen the revised plans dated 18th May 2018 on Dacorum website and accompanying document from Aitchison Rafferty, regarding the proposed demolition of the 2-storey 4 bedroomed house known as 'Fairview' in Highfield Lane, and construction of a 3 storey block of 5 double bedroomed 'luxury' flats on the plot. The changes do not address adequately any of my original objections and increase my concern regarding traffic. I write to express my continued objection to this development as revised. This is on the following grounds:

1. Completely out of character for the area
6. Highways concern regarding increased traffic
7. Impact on my property

1. Character.

Highfield Lane and satellite streets are comprised entirely of houses, none smaller than three bedrooms and some substantially more. This end is large, spaciouly detached properties. The houses in The Apple Orchard also appear to be spaciouly separated, despite actually touching at opposing corners. The houses in the nearby streets Nicholas Way, The Grazings and Tannsfield Drive are also large, two storey detached properties.

Nowhere in the area are there any blocks of flats or any three storey structures. The

revised plans are still for a three storey construction with a foot print nearly twice as big as the existing dwelling (245 m² v. 127 m²)

In addition, this revised proposal continues to violate several of the Council's own development policies:

CS11 Quality of Neighbourhood Design

Within settlements and neighbourhoods, development should:

8. respect the typical density intended in an area and enhance spaces between buildings and general character – This proposal reduces space between existing dwellings as it is substantially closer to next door Rosebank bungalow and nos 2-5 The Apple Orchard
- (m) avoid large areas dominated by car parking, large unbroken expanses of parking or excessive hard surfacing at building frontages are undesirable – This proposal still has a large area of car parking at the front

CS12 Quality of Site Design

On each site development should:

- (f) avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties; - The proposal reduces sunlight and daylight to properties adjoining in The Apple Orchard, overlooks the adjoining properties in Highfield Lane, Tannsfield Drive and The Apple Orchard, aligns the headlights of manoeuvring vehicles directly into the bedroom of Rosebank, and moves the property much closer to Rosebank
- c) integrate with the streetscape character; - there are no blocks of flats in the area, and no three storey buildings
- f) respect adjoining properties in terms of: iv) scale; v) height – this proposal is taller and larger than the existing Fairview house, which is already of maximum size within the neighbourhood

Local development plan for area HCA23, as per Area Based Policies 185 Supplementary Planning Guidance, May 2004.

This states policy as 'Maintain existing layout and building form characteristics whilst allowing certain opportunities for new development.' Namely:

- g) Should pay respect to the type, style, size and mass of nearby and adjoining development
 - Should not normally exceed two storeys
 - New development should follow the building line where this is clearly present.
- Spacing should respect that of nearby and adjacent development

The proposal does not pay respect to size and style of nearby and adjoining properties, exceeds two storeys despite trying to disguise this with roof apartments, and does not respect existing spacing.

This document also mentions that there are 'Notable designs at The Apple Orchard...' and these would be overshadowed by the block of flats.

In their statement, Aitchison Rafferty believe "The proposed dwellings would not have any unacceptable impact on the occupiers of neighbouring properties.", however, those living in neighbouring properties feel that having a towering brick wall and fully occupied upper stories overlooking their gardens instead of an open garden is adverse and unacceptable.

Aitchison Rafferty also point out that the original dwelling has been considerably

extended. This is irrelevant. The extensions that make up the existing property have not made it out of character with some of the larger dwellings on Highfield Lane, unlike this application for three storeys of flats.

Other applications for flats in the area have been refused, e.g.:

24 Tannsfield Drive 4/03915/15/FUL – refused because it was out of keeping with the established character of detached dwellings in the area, highway safety, the scale of the car parking, and contrary to policies CS12 and CS13

The Stores, St Paul's Road APP/A1910/W/17/318402 – refused, appealed, refusal upheld because of the effect on character and appearance of the area, effect on highway and pedestrian safety, living conditions of future occupiers; conflicts with policies CS11, CS12, CS13, development principles of St. Paul's character

2. Highways Concern

There is a sharp, steep blind bend at this end of Highfield Lane. Traffic to and from this development is most likely to use this end of Highfield Lane as it is only a few yards from Queensway, rather than travel up Highfield Lane. Increased traffic will increase the danger of accidents on this bend.

In 2017 a vehicle failed to negotiate this bend, colliding with and destroying the illuminated 40mph sign at the junction with Queensway (which still has not been replaced). Had the vehicle avoided the sign it would have collided with the three BT junction boxes, thus removing telephone and internet services for the area.

The revisions reducing parking spaces to eight without reducing the number of dwellings increases my concern regarding overspill parking. It will now create an even greater additional vehicular and pedestrian hazard. On pushing my child in his pram down the pavement from The Apple Orchard I have had to walk in the road due to existing parked cars. The aforementioned blind bend makes this extremely hazardous, and overspill parking will only exacerbate this risk. It will also increase the risk of collisions as vehicles travelling along the lane avoid parked cars and stray into the path of those coming around the bend.

3. Impact on my property

Whilst not suffering the light restrictions, loss of privacy and close proximity of my neighbours adjoining the site, from the front of my property I look directly between a gap in the houses opposite to the rear corner of Fairview. This blends in nicely and there are no direct windows looking towards me. The proposed new three storey building will be visible over the roofs of the houses opposite me, I will have sight of a multi-windowed modern structure with brick colour 'to be agreed', and the windows will be able to look directly into my house unlike the offset of the Apple Orchard houses.

Further concerns

- There is also the matter of what will actually be built. As a resident of The Apple Orchard, our street has been adversely impacted by the concrete monstrosity at no. 17 Tannsfield Drive that now overlooks my garden and faces down the street. Although planning permission was granted to this property, that development has not followed the plans that were approved. Since no effective enforcement has taken place to correct this, I fear this will encourage the development of Fairview to be even more intrusive than those plans in front of you today.

Since my original letter, these concerns have been increased by the felling of nearly all trees on the site, as if preparing to begin construction before the application has been considered.

1. I am aware of the acute shortage of housing throughout Dacorum and the urgent need to build new homes. However, 'luxury' flats are not going to help alleviate the housing crisis or assist first-time buyers. In order to return a reasonable profit to the developers for purchasing the plot, demolition and new construction these will be sold at a price that will attract 'buy-to-let' investors, thus exacerbating the shortage of housing available to buy. Additionally, there are not many houses of this size in this area of Hemel Hempstead. They are usually to be found in more expensive areas, e.g. Boxmoor and Fields End. Demolishing this property means one less home at a more affordable price being available for a larger family in Dacorum.

(29/05/18)

1 The Apple Orchard - We object to the above planning proposal for the reasons shown below..

Amended plans.

Overlooking /Loss of Privacy

The revised plans have moved the building forward which has improved the situation slightly, however the front windows on storeys 2 and 3 will still overlook our property resulting in a loss of privacy.

Size of Building

Even with the modest size reduction the building is still an extremely large/bulky development which is out of character with the area .

Highway Safety / Parking

The proposed entry/ exit to the new property is a few yards away from a virtual blind bend in the road in both directions. The road is also quite narrow at this point ,it can just take 1 vehicle parked on the blind bend to create a potential problem.

The number of new properties will attract more visitors, deliveries etc ,who have nowhere to park except for the road. You really have to know the road to understand what I am saying ! It has to be driven with extra care. The revised plans have reduced on site parking by 2 vehicles

(29/05/18)

Rosebank - As the owners and residents of Rosebank, Highfield Lane, HP2 5JE we write to OBJECT to planning application ref: 4/00147/18/FUL. Demolition of detached dwelling and construction of 4 flats and one duplex at Fairview, Highfield Lane HP2 5JE.

When affected residents became aware of the situation, a meeting was arranged of about 20 to discuss how we felt about it, and it was felt that their privacy and loss of light and intrusion was compromised, also a block of flats was out of character with the surrounding area.

ROSEBANK! BUNGALOW

All hedging from Fairview has been removed, plus mature trees except for three trees at the rear of the communal amenity. How will the proposed planting be managed from intruding into my garden?

Headlights and noise will still be intrusive to our bedroom at the front, all hedges indicated will take many years to grow to be effective, and these will not cut out conversations and door slamming at night.

SIZE

Size should respect type, size and mass of existing nearby developments. The proposed flats respect none of these. The footprint of the flat is two times larger and three times higher than Rosebank. Two flats each of 107.6 m.sq are each larger than Rosebank. The angles used on the roof design have been used to minimise the appearance of bulk.

THE AREA POLICY FOR ADEYFIELD, HCA23, notes that any new proposals should pay respect to the style and house type close by. This proposal will give rise to an over developed form that would not be in keeping with the established character of dwellings in the lane.

HIGHWAY DANGER FROM STREET PARKING

With traffic leaving Queensway at 40m.p.h. confronted immediately by a blind bend and facing oncoming cars on the wrong side of the road due to parked cars in the lane. There has been many accidents and near misses as a result of the blind bend. The last one I know about happened in 2017, the car lost control and crashed into the 40m.p.h sign. Fortunately the sign stopped the car careering into Queensway, the bent sign can still be seen. Two oak trees have also been damaged due to cars losing control therefore, let us not increase the danger with additional street parking.

With reference to Aitchison Rafferty's statement that the provision of housing on this site would also reflect the Council's hierarchal approach to development, I would respond by saying that there are a large number of flats already under construction within the area, I am sure the Council would like to see more family homes with a garden available, which would be more suitable to the site.

I would like to bring to your attention aspects of the proposed development which significantly affects Rosebank. The height of the building will be bigger than the existing one. Rosebank is on land that drops down which exaggerates the difference in scale.

LOSS OF PRIVACY. The side entrance of the flats carry people and goods to and from the car park also to the rear of the property patio area and communal amenities, also cycle path to cycle shed, therefore a busy access route with no privacy.

IN conclusion may I say that our objections are genuine and are the result of over development which will cause intrusion, loss of light, failure to respect adjoining properties and parking problems, and for these reasons we believe that Planning Application 4/00147/18/FUL should be refused.

(28/05/18)

85 Highfield Lane - As a resident of Highfield Lane I would say that these plans show a huge over-development of this site and are not in keeping with any of the properties in Highfield Lane or The Apple Orchard and surrounding area. Visitors to the flats will almost certainly park their cars on Highfield Lane adding more congestion to the road and making driving up and down the lane even more hazardous. The site is very near a sharp bend in the road which is an even bigger worry - an accident waiting to happen.

No consideration has been given to the current owners of the properties in this area some of whom will have a huge three storey building sitting right at the end of their back gardens, taking away their privacy and blocking some light. The whole thing needs to be reconsidered.

(27/05/18)

9 Tannsfield Drive - I have looked at the revised plan for Fairview. To be honest I see very little change and continue to see it as a case of, as long as the property owners, the property developers and architects can make lots of money from the project "SCREW THE NEIGHBOURS". I hope you are aware all the apple trees, save one, have now been cut down. So just one apple tree and a very large conifer left. It leaves the Tannsfield Drive properties more exposed to the development and I still think the adjacent property in Highfield Road and those in the Apple Orchard will have their properties blighted by a large brick wall at the end of their gardens. Sorry Andrew, whilst I have no particular problem with the demolition of Fairview, I am still opposed to the development proposals as they now stand. Why can't they settle for a couple of semi's or detached houses on the site? Much more in keeping with surrounding properties. But I think we all know the answer to that one.

(22/05/18)

Neighbour reps on initial plans

25 Georgewood Road - My Elderly parents live next door to this proposed development. The architect has not considered the neighbouring properties and the impact this will have on their right to a quiet life and their enjoyment of their home. One of Hemel Hempstead oldest lanes with some of the highest priced homes in Hemel Hempstead. There will be the impact of cabs being started early hours of the morning when people are leaving for work and night time arrivals when coming home from nights out. The foot print of this proposed development will leave my parents garden having an overbearing wall directly facing into their garden. The owners have currently stripped out all planted shrubs and trees from the site. Hemel Hempstead does not need any more flats it needs to retain houses for families who want to enjoy their gardens and live in harmony with the environment. I would ask the planning dept to reject this application on the grounds of over development and overbearing for the neighbouring properties

(26/04/18)

80 Highfield Lane - I would like to lodge an objection to the above mentioned planning application.

I have checked through the application and relevant documents on the Dacorum

website and comment as follows

2. I view the demolition of a single detached dwelling and the replacement by four flats and a duplex apartment as over development and out of character with the surrounding neighbourhood. All present dwellings in the lower half of Highfield Lane are single detached properties and this gives character to this particular residential road of Hemel Hempstead. I feel strongly that the proposed development would be detrimental to this.
- The proposed 'car park' with ten spaces to the front of the dwelling is crammed and would be detrimental to the local street scene

(22/02/18)

9 The Apple Orchard - I write to express my objection and concerns regarding the proposed demolition of the 2-storey 4 bedroomed house known as 'Fairview' in Highfield Lane, and construction of a 3 storey block of 5 double bedroomed 'luxury' flats on the plot. This is on the following grounds:

- Completely out of character for the area
- 3. Highways concern regarding increased traffic
- 4. Impact on my property

1. Character.

Highfield Lane and satellite streets are comprised entirely of houses, none smaller than three bedrooms and some substantially more. This end is large, spaciouly detached properties. The houses in The Apple Orchard also appear to be spaciouly separated, despite actually touching at opposing corners. The houses in the nearby streets Nicholas Way, The Grazings and Tannsfield Drive are also large, two storey detached properties.

Nowhere in the area are there any blocks of flats or any three storey structures.

In addition, this proposal violates several of the Council's own development policies:

CS11 Quality of Neighbourhood Design

Within settlements and neighbourhoods, development should:

5. respect the typical density intended in an area and enhance spaces between buildings and general character – This proposal reduces space between existing dwellings as it is substantially closer to next door Rosebank bungalow and nos 2-5 The Apple Orchard
- (h) avoid large areas dominated by car parking, large unbroken expanses of parking or excessive hard surfacing at building frontages are undesirable – This proposal has a large area of car parking at the front

CS12 Quality of Site Design

On each site development should:

- (f) avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties; - The proposal reduces sunlight and daylight to properties adjoining in The Apple Orchard, overlooks the adjoining properties in Highfield Lane, Tannsfield Drive and The Apple Orchard, aligns the headlights of manoeuvring vehicles directly into the bedroom of Rosebank, and moves the property much closer to Rosebank
- c) integrate with the streetscape character; - there are no blocks of flats in the

- area, and no three storey buildings
- f) respect adjoining properties in terms of: iv) scale; v) height – this proposal is taller and larger than the existing Fairview house, which is already of dominant size within the neighbourhood

Local development plan for area HCA23, as per Area Based Policies 185 Supplementary Planning Guidance, May 2004.

This states policy as 'Maintain existing layout and building form characteristics whilst allowing certain opportunities for new development.' Namely:

- f) Should pay respect to the type, style, size and mass of nearby and adjoining development
- g) Should not normally exceed two storeys
- New development should follow the building line where this is clearly present. Spacing should respect that of nearby and adjacent development

The proposal does not pay respect to size and style of nearby and adjoining properties, exceeds two storeys despite trying to disguise this with roof apartments, and does not respect existing spacing.

This document also mentions that there are 'Notable designs at The Apple Orchard...' and these would be overshadowed by the block of flats.

Other applications for flats in the area have been refused, e.g.:

24 Tannfield Drive 4/03915/15/FUL – refused because it was out of keeping with the established character of detached dwellings in the area, highway safety, the scale of the car parking, and contrary to policies CS12 and CS13

The Stores, St Paul's Road APP/A1910/W/17/318402 – refused, appealed, refusal upheld because of the effect on character and appearance of the area, effect on highway and pedestrian safety, living conditions of future occupiers; conflicts with policies CS11, CS12, CS13, development principles of St. Paul's character

2. Highways Concern

There is a sharp, steep blind bend at this end of Highfield Lane. Traffic to and from this development is most likely to use this end of Highfield Lane as it is only a few yards from Queensway, rather than travel up Highfield Lane. Increased traffic will increase the danger of accidents on this bend.

In 2017 a vehicle failed to negotiate this bend, colliding with and destroying the illuminated 40mph sign at the junction with Queensway (which still has not been replaced). Had the vehicle avoided the sign it would have collided with the three BT junction boxes, thus removing telephone and internet services for the area.

Overspill parking from the flats will create additional vehicular and pedestrian hazard. On pushing my child in his pram down the pavement from The Apple Orchard I have had to walk in the road due to existing parked cars. The aforementioned blind bend makes this extremely hazardous, and overspill parking will only exacerbate this risk. It will also increase the risk of collisions as vehicles travelling along the lane avoid parked cars and stray into the path of those coming around the bend.

3. Impact on my property

Whilst not suffering the light restrictions, loss of privacy and close proximity of my neighbours adjoining the site, from the front of my property I look directly between a gap in the houses opposite to the rear corner of Fairview. This blends in nicely and there are no direct windows looking towards me. The proposed new three storey building will be visible over the roofs of the houses opposite me, I will have sight of a multi-windowed modern structure with brick colour 'to be agreed', and the windows will

be able to look directly into my house unlike the offset of the Apple Orchard houses.

Further concerns

- There is also the matter of what will actually be built. As a resident of The Apple Orchard, our street has been adversely impacted by the concrete monstrosity at no. 17 Tannsfeld Drive that now overlooks my garden and faces down the street. Although planning permission was granted to this property, that development has not followed the plans that were approved. Since no effective enforcement has taken place to correct this, I fear this will encourage the development of Fairview to be even more intrusive than those plans in front of you today.
- I am aware of the acute shortage of housing throughout Dacorum and the urgent need to build new homes. However, 'luxury' flats are not going to help alleviate the housing crisis or assist first-time buyers. In order to return a reasonable profit to the developers for purchasing the plot, demolition and new construction these will be sold at a price that will attract 'buy-to-let' investors, thus exacerbating the shortage of housing available to buy. Additionally, there are not many houses of this size in this area of Hemel Hempstead. They are usually to be found in more expensive areas, e.g. Boxmoor and Fields End. Demolishing this property means one less home at a more affordable price being available for a larger family in Dacorum.

(22/02/18)

81 Highfield Lane - I would like to OBJECT to the proposal to build flats over the site of Fairview House.

The proposed flats are not in keeping with the houses on Highfield Lane. The lower portion of the lane is made up of detached houses as is The Apple Orchard, The Grazings, Nicholas Close and Tannsfeld Drive which are all close by. The proposed size of the building, which is at least double that of Fairview is far too large for this area. The area at the front, which will be dominated by car parking, is also totally out of keeping. Although foliage at the front has been proposed to minimise impact, who is going to maintain this and how can this be assured?

The proposed entrance to the flats will be opposite my driveway. With so many extra vehicles coming in and out of the car park at night, car headlights will shine through our windows. There would also be extra noise from cars 'revving' in the morning.

The bend on Highfield Lane outside of Fairview is already known to be dangerous by the local residents as there have been several accidents in recent years, which have been caused by drivers going too quickly around it. With so many extra vehicles entering and leaving the car park I believe this will cause a highway safety issue.

Whilst there are 10 parking spaces proposed I am concerned that they are so tightly packed in and there is not enough space for the drivers to be able to do a 3 point turn to leave the property facing forward – this would result in residents backing out onto Highfield Lane which I believe is another highway safety concern. Visitors to the property or the new home owners who own vans will more than likely park in Highfield Lane, again causing safety issues.

I am also very concerned that any extra vehicles parked in the road would either block

my driveway or impede my exit onto Highfield Lane.

Although I appreciate you do not take into consideration our personal views on the matter I would like to let you know how this proposal would affect my family and myself.

My mother who lives with me has dementia and needs several naps throughout the day. The building works would be right on our doorstep, with noise going on for up to 8 hours a day. As my mother's registered carer I believe this would severely affect her health further. With all of the extra noise that comes with the extra occupants of flats, again this could also lead to further deterioration of her health. My sister who is a regular visitor to our house (and who helps with the caring of our mother) would not be able to come around throughout the building works (could this last up to 2 years?) as she suffers from tinnitus in her ears.

On regular occasions I have to take my mother to hospital appointments, on some occasions we have had to call out an ambulance for her. Further to the point of the highly likely possibility of my driveway being blocked by the extra inhabitants of the flats – this could cause a lot of problems.

I chose to buy and live in this house that I considered to be my 'one for life' because I didn't want to live in a high-density area made up of flats. All of the properties as I mentioned previously are detached.

Fairview House is one of the oldest in the area and surely has some historic merit.

(21/02/18)

11 Tannsfeld Drive - we wish to record our objections to the above development of one house into four flats and one duplex apartment on the following grounds:

1. We will be directly overlooked by 13 windows with the new property being moved further towards our own property.
2. We will completely lose any privacy we have at present.
3. When we look out of the back at our property at present we can see a partial view of Fairview House and the immediate surrounding properties. If this development goes ahead we will be looking at a block of flats at the bottom of our garden. Their windows will be looking down/into our house and garden. This is not the view we want. At the moment we have no problems with overlooking/loss of privacy etc but can see this coming with this development.
 - There will undoubtedly be noise from the communal garden/amenity area proposed behind these flats which backs directly on to our garden.
 - The proposed development is completely out of character with the surrounding area. There are no flats/apartments in the adjacent roads, only houses and bungalows.

At present there is a large tree at the bottom of Fairview House which gives us some privacy. We would imagine that the developers would probably remove this tree for the communal garden/amenity area whereby we would be overlooked by the entire redevelopment.

Fairview House must be one of the oldest houses in Hemel Hempstead and to replace it with four flats and a duplex apartment would be a great loss to the area.

(21/02/18)

92 Highfield Lane - It's a lovely big family home and should not be destroyed for the greed of other people it will make it more congested with more cars in an already busy lane.

(21/02/18)

5 The Apple Orchard - As the owners and residents of 5 The Apple Orchard, we write to STRONGLY OBJECT to Planning Application Ref: 4/00147/18/FUL.

The specific grounds for objection to the proposed housing development of five flats at Fairview, Highfield Lane, HP2 5JE are set out below.

A building of this nature and size will:

Affect Highway Safety by causing a considerable amount of congestion, increase in local and additional traffic on Highfield Lane and cause obstruction to the footway as well as increasing parking pressure.

It is likely that visitors to the proposed block will park in Highfield Lane and in The Apple Orchard (which is a very narrow road) and any additional parking is likely to block access to and from this road for its residents and visitors alike. Highfield Lane accessing Queensway has a dangerous bend with poor sightlines. Additional parking from visitors to the flat's occupants, particularly in the road bend, would lead to further loss of visibility.

There has already been on many occasions obstructive parking on the pavement outside of the Fairview property from the current residents, resulting in pedestrians having to push prams/steer mobility scooters/walk into the road to get around parked vehicles. An additional concern is of the increased danger of vehicles turning in and out of the proposed construction with restricted sightlines.

Layout and density of building will be totally out of keeping with the rest of the housing along Highfield Lane and in The Apple Orchard. The proposed roof line will be considerably higher than neighbouring properties and will completely change the current street scape

Many residents in The Apple Orchard will be overlooked by the height of the proposed building and will suffer from a lack of privacy as well as a loss of light caused by the overshadowing of the proposed building.

Loss of Amenity to residents in The Apple Orchard and Tannsfield Drive

The proposed building will mean that 9 & 11 Tannsfield Drive will not only be directly overlooked but the number of overlooking windows increases to 13 affecting visual privacy.

Number 1 The Apple Orchard will be directly overlooked by the front of the proposed building. There will also be loss of light to the garden.

The size, massing and positioning of the proposed property within the site area will result in loss of visual privacy, overshadowing and give rise to potential noise and disturbance to the rear gardens of The Apple Orchard.

Overshadowing of resident's property in The Apple Orchard

Number 2 The Apple Orchard will be directly looking at a brick wall. The windows in the proposed east facing elevation will give light pollution. The proposed building also impacts the light to the property.

Number 3 The Apple Orchard will suffer a partial loss of light to the garden due to the height and massing of the new development.

Number 4 The Apple Orchard will have the rear garden overlooked with a loss of visual privacy. With five flats with occupants on upper floors, we will be constantly overlooked

Unsympathetic to the character of the Area

In the Area Policy for Adeyfield, HCA23 notes that any new proposals should pay respect to the style and house type close by. It also specifically lists The Apple Orchard as 'Notable in Design.'

The houses on Highfield Lane are also very distinctive in character but the proposed new building would be entirely out of keeping with the area in terms of architectural style and materials, with its height and massing also being significantly out of proportion with the buildings in the surrounding area. The vast majority of the surrounding properties, on The Apple Orchard, Nicholas Way, The Grazings and the lower section of Highfield Lane are detached houses.

The large scale, the height exceeding two stories, and nature of the proposed development would be considerably oppressive relative to the size of the plot, exacerbated by the proposed building line being very close to the boundaries to either side of the property, consequently affecting daylight and visual privacy to the several adjoining properties (as previously mentioned).

Noise and Disturbance

We are concerned that there will be a significant increase of noise and disturbance to all residents in The Apple Orchard particularly those which will be directly adjoined by the proposed communal garden.

Dacorum Borough Council Planning Policies: Adopted Core Strategy

Policy CS11 (Quality of Neighbourhood Design), we feel the proposal hasn't fully considered points a, b and f:

'Within settlements and neighbourhoods, development should: (a) respect the typical density intended in an area and enhance spaces between buildings and general character; (b) preserve attractive streetscapes and enhance any positive linkages between character areas; (c) co-ordinate streetscape design between character areas; (d) protect or enhance significant views within character areas; (e) incorporate natural surveillance to deter crime and the fear of crime; and (f) avoid large areas dominated by car parking.

Policy CS12 (Quality of Site Design) the proposal again hasn't met points c, f and g

On each site development should: a) provide a safe and satisfactory means of access for all users; b) provide sufficient parking and sufficient space for servicing; c) *avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties;* d) retain important trees or replace them with suitable species if their loss is justified; e) plant trees and shrubs to help assimilate development and softly screen settlement edges; f) *integrate with the streetscape character;* and g) *respect adjoining properties in terms of: i. layout; ii. security; iii. site coverage; iv. scale; v. height; vi. bulk; vii. materials; and viii. landscaping and amenity space.*

Reference to a previous rejected application (4/03915/15/FUL – Demolition of existing bungalow and construction of two dwellings, 24 Tannsfeld Drive), close by to the proposed development of Fairview.

The case officer's reason for turning down the application in summary included:

'This arrangement would not only be nearly double the intended density of the area but, as before, is considered to give rise to a cramped and over-developed form of development that would be out of keeping with the established character of detached dwellings.'

'Although, as before, the proposals do include a strip of low level planting along the frontage, either side of a shared access, this provision is considered insignificant and would fail to mitigate or break up the impact of the hard surfacing and parking within the street scene and would need to be kept below 600 mm height to enable suitable visibility to be maintained. The proposal is in this respect contrary to Policies CS12 (e and g) and CS13 (f).'

'The scale of the car parking is considered excessive and detrimental to the amenity of the local area and not in keeping with other properties.'

'A swept path analysis to ensure that vehicles can park, turn around and re-enter the highway in a forward gear.'

We feel that all of these points raised on this case are also applicable to rejecting the proposed development of Fairview.

We would ask that our detailed objections are taken into account in the council's consideration of planning application Ref: 4/00147/18/FUL and for the reasons set out we are of the strong view that it should be refused.

This planning application is completely inappropriate for this area and is not adhering to DBC's Adopted Core Strategy policies as mentioned earlier. In addition the work proposed will cause a considerable amount of traffic, disruption and noise to what is a quiet and well-kept area of Hemel Hempstead.

We are totally opposed to this proposal and wish to register our disapproval to this whole project.

(21/02/18)

Kinsale, HL - We write in connection with the above planning application. We have examined the plans and know the site well. We wish to object strongly to the development of these flats in this location. We think the proposal is contrary to the Dacorum Core Strategy September 2013 policies CS11 (a) (b) (f) and CS12 (c) (f) (g) in regards to the following:

- Three storey dwelling out of scale in this narrow lane.
- The proposed development is out of character with existing neighbouring properties.
- The proposed development doesn't integrate with the streetscape character.
- There is a loss of garden land due to the large size of the development, the re-siting of the living area (encroaching into the back garden) plus the hard standing for ten cars (completely swallowing the front garden). Not only will this have a negative visual impact, but it will increase pollution and result in a loss of habitat for wildlife.

POLICY CS11: Quality of Neighbourhood Design

Within settlements and neighbourhoods, development should:

- (a) respect the typical density intended in an area and enhance spaces between buildings and general character;
- (b) preserve attractive streetscapes and enhance any positive linkages between character areas;
- (f) avoid large areas dominated by car parking.

POLICY CS12: Quality of Site Design

On each site development should:

- c) avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties;
- f) integrate with the streetscape character; and
- g) respect adjoining properties in terms of:
 - i. layout;
 - iii. site coverage;
 - iv. scale;
 - v. height;
 - vi. bulk;
 - viii. landscaping and amenity space.

In addition, we have concerns with regard to the increase of traffic in a narrow lane with the property exit near a bend. On street parking will very likely be increased by visitors and service vehicles to the property, thereby narrowing the lane further or restricting pavement access for pedestrians. In the DBC Local Plan 1991-2011 it states:

POLICY 51 DEVELOPMENT AND TRANSPORT IMPACTS

The acceptability of all development proposals will always be assessed specifically in highway and traffic terms and should have no significant impact upon:

- (e) the environmental and safety implications of the traffic generated by the development.

Historically, Highfield Lane is mentioned as early as 1890 in Hemel Hempstead, long before the new town was developed. It has a "country lane" character consisting of mainly detached family dwellings with front and back gardens of a picturesque and traditional nature. As far as we know, this is the first application for a three story apartments in this lane according to the planning records.

If this development went ahead, it would set a precedent for future developers for the demolition of other houses with big gardens to make way for more blocks of flats, completely spoiling the character and eventually the country feel and character of the lane.

(20/02/18)

6 The Apple Orchard - I object to the plans, as I feel it is overdevelopment for the area. I also feel that it is not within keeping of the area, as it will effect the outlook for the houses in the Apple Orchard also the light will be effected in the Apple Orchard.

So I feel that if this development is allowed to go ahead, the area around the Apple Orchard will be changed for the worse.

We have already got one overdeveloped building overlooking the Apple Orchard, the last thing we need is another one.

(19/02/18)

95 Highfeild Lane - We are writing with reference to the recent planning application for "Fairview" in Highfield Lane, to which we strongly OBJECT.

We have lived here (no. 95) happily for 24 years, appreciating the tranquility of Highfield Lane, with it's distinctive houses and general

We thoroughly support our neighbours in the Apple Orchard and in "Rosebank" the bungalow, either side of "Fairview" in objecting to this application for their reasons of loss of privacy and light, we feel that there should be respect for these adjoining properties.

From our own personal point of view (we live slightly further up the Lane), we also object for the following reasons:-

- HIGHWAY SAFETY - "Fairview" is situated on a bend in Highfield Lane, with poor visibility and this would be made even more dangerous with the pressure of extra resident's vehicles in and out of a car park, not to mention visitors to the site creating on-street parking near the blind bend.
- GENERAL CHARACTER - A block of flats and a car park would be totally out of character in the Lane and is so unnecessary. Also where would this end? Would all the lovely older houses end up being demolished if planning permission was requested and given?

(18/02/18)

12 The Apple Orchard -
(16/02/18)

1 The Apple Orchard - All the houses in the area are detached, we do not want the look and feel of the area spoilt by standing up flats. The High Field lane area in Adeyfield is highly sought after and flats will detract from the natural beauty of the area and will not be aligned with the look, feel and build style that all the houses have in the vicinity.

Furthermore the bend at the bottom of High Field Lane is narrow and very sharp, if access to the Fairview plot is to be opened up then that could well become a safety hazard.

(14/02/18)

99 Highfield Lane - We do not feel flats/apartments are in keeping with this area. The lane is narrow and increased traffic would be a nuisance. The existing property has character and would be a loss to the lane.

(12/02/18)

97 Highfield Lane - Having been a resident of Highfield Lane for the past 39 years and enjoyed the pleasure of living in a little bit of a 'backwater' it is most disconcerting to think that one of the original old detached houses is to be demolished and replaced with flats, bringing with them a probable 10 extra vehicles. We already have to endure fast cars using the Lane as a cut through without encouraging unnecessary extra traffic. The bend where the proposed dwellings would be already suffers extra people parking on the road making visibility poor coming in and out of the Lane and we feel that this would only exacerbate the situation.

As all the dwellings from Larchwood Road down are detached, we feel that the construction of flats would not be in keeping with the area.

We feel for the residents of The Apple Orchard, already having to endure the 3 story monstrosity that was allowed to be built overlooking the end of a very pleasant cul de sac, without now inflicting having to look at the side of what will be a very large building from the rear of some of their back gardens.

We do not understand why planners are intent on stuffing more and more flats into any available space, in a town whose infrastructure has been drastically reduced over the years.

(12/02/18)

9 Tannsfield Drive - Fairview, Highfield Lane directly affects me as its garden is just over my garden fence. You may be aware I have already posted a comment on line regarding this matter. It does concern me that the developer has not taken into account anybody whose garden backs on to the plot of Fairview. To me the proposed development is totally out of keeping with all other local properties. A couple of 2 storey houses on the plot fronting onto Highfield Lane would, I suggest, be acceptable and more in keeping with the area.

The development hasn't been thought through in respect of the positioning of the building on the site. If the majority of the development had been on the footprint of the present house and extended along the Highfield Lane side of the site, it would have been very intrusive but perhaps tolerable, although could block light to the property opposite in Highfield Lane. However, by positioning it on the central area of the plot on the uphill border it means that properties in The Apple Orchard will have a thirty/forty feet high wall directly at the end of their gardens blocking a view to the west and more importantly blocking sun and light which I am sure you would agree would be intolerable. This also must also apply to the next property uphill in Highfield Lane.

From my point of view, I of course, have concerns about the disruption (noise and dust) that will be caused by the demolition of a lovely old house. As I have commented on the effect on the people in The Apple Orchard, I too have concerns about how much I will be overlooked by a building of such height very close to my plot. Also, it is not clear whether the present trees are to be retained or new ones planted. For sure the present trees (part of the original orchard before the area was developed) afford privacy to my plot and are a haven for birds. If new trees are to be planted, I certainly would not want the likes of leylandii at the end of my garden. One last thing, does the developer intend to replace the border fence which is now starting to disintegrate?

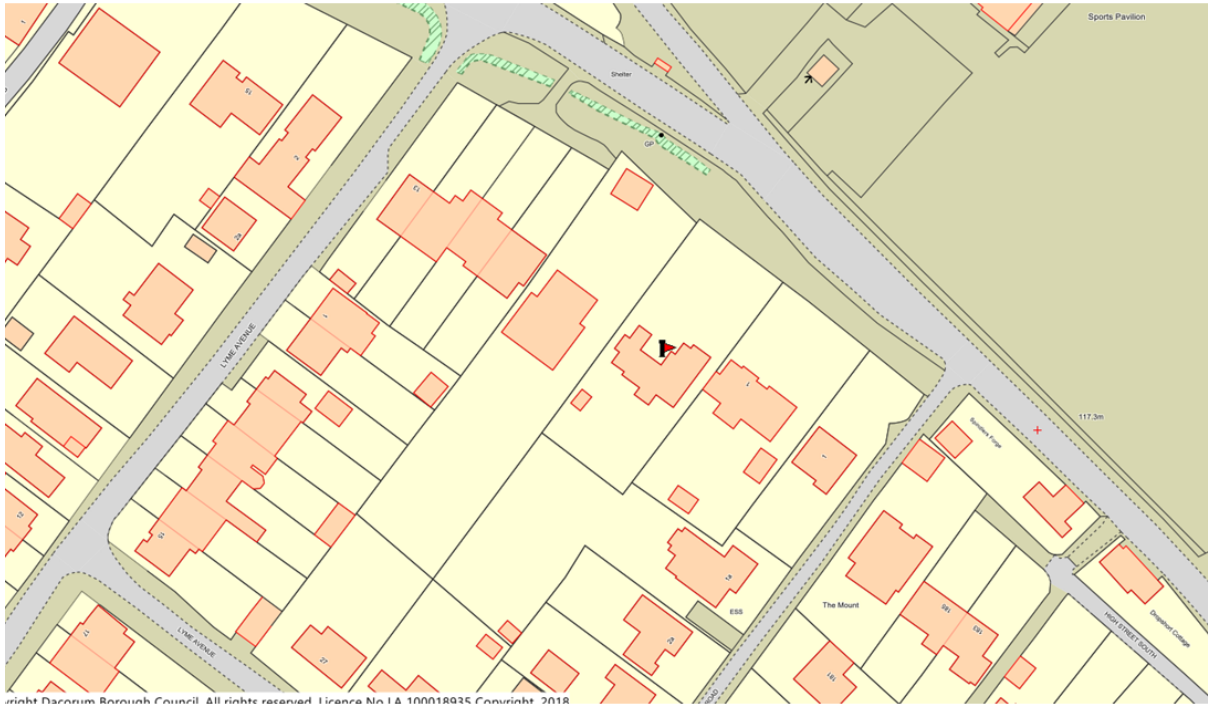
(4/02/18)

9 Tannsfield Drive - The greed of property owners and lack of consideration for local residents by property developers continues to amaze me. If this application had been mainly developed on the footprint of the present property it would have been intrusive but perhaps tolerable. However by moving the development to a more central position on the plot it would appear residents in The Apple Orchard and the adjacent property in Highfield Road will have a very large wall blocking the current view from their back gardens and perhaps more importantly blocking the sun and light. Surely some consideration should have been given to this aspect when the plans were being drawn up but perhaps that was too much to expect.

(4/02/18)

Item 5c 4/01517/18/FUL DEMOLITION OF EXISTING DETACHED HOUSE
AND CONSTRUCTION OF TWO 4 BED SEMI DETACHED HOUSES

3 TRING ROAD, DUDSWELL, BERKHAMSTED, HP4 3SF







<p>2. 254 254 002 002</p>	
<p>254 002</p>	<p>254 002</p>

4/001517/18/FUL	DEMOLITION OF EXISTING BUNGALOW AND CONSTRUCTION OF A PAIR OF SEMI DETACHED DWELLINGS
Site Address	3 TRING ROAD , NORTHCHURCH
Applicant	Mr C Smith
Case Officer	Nigel Gibbs
Referral to Committee	Subject to Councillor Pringle's call-in of the application

1. Recommendation

1.1 That planning permission be granted.

2. Summary

2.1 The site is located within a designated residential area of Northchurch under Policy 4 of the Dacorum Core Strategy wherein the principle of appropriate residential development is encouraged.

2.2 There are no objections in principle to the replacement of the bungalow. This is with reference to the LPA's recent grant of permission for a detached dwelling house at the site as an alternative to the existing dwelling. Notwithstanding the subdivision of the plot the pair of semi-detached dwelling house will be visually compatible with the street scape scene and the overall character of the area, with the plots commensurate with others in the locality.

2.3 There are no overriding layout, design, landscaping/arboricultural, other environmental/amenity and highway safety/ access/parking objections. A range of conditions are necessary.

2.4 Overall the proposal would accord with the aims of Policies CS1, CS4, CS9, CS11, CS12, CS18, CS29 and CS32 of the Dacorum Core Strategy.

3. Site Description

3.1 No. 3 is as detached hipped roof bungalow located on the south western side of Tring Road, just beyond the junction with Birch Road with no. 3's rising access adjoining the elongated bus stop lay which is located opposite the local sports ground and close to the respective Tring Road- Dudswell Lane and Lyme Avenue junctions.

3.2 In conjunction with nos. 1 (detached two storey) and 5 (detached chalet type dwelling) the existing bungalow occupies a prominent raised position in the street scene well set back from the road frontage, with a common / shared ' building line' and a large and elevated front garden served its rising driveway.

4. Proposal

4.1 This involves the demolition of no.3 to facilitate the plot's subdivision and the bungalow's replacement with a pair of three storey 4 bedroom semi-detached dwelling houses fronting Tring Road. These will be retro 1930's steeply style featuring steeply angled inverted 'v' shaped roofs with no loft. The ridge levels would be very similar to those of nos 1 and 5.

5. Relevant Planning History

5.1 The Site. Planning permission 4/0217/17/FUL for the construction of a detached two storey 5 bedroom dwelling house.

5.2 Land to the rear of 5 Tring Road. Refusal 4/03321/17. Construction of two pairs of semi-

detached dwellings with shared driveway. The refusal was for access, highway safety and character/ amenity reasons. Reason 3 specified:

'By reason of the proposed number of units on the site and its location in existing back gardens, the proposal would significantly alter and therefore adversely affect the character of the site and surrounding area identified in Residential Character Area BCA19: Northchurch (2004) harm to visual and residential amenity. The proposal would be contrary to Policies CS11 and CS12 of the Dacorum Core Strategy 2013'.

6. Policies

6.1 National Policy Guidance

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

6.2 Dacorum Core Strategy 2013

NP1, CS1, CS4, CS8, CS9, CS11, CS12, CS13 , CS17, CS18 ,CS29, CS32 and Berkhamsted Place Strategy

6.3 Dacorum Borough Local Plan 1991-2011

Policies 10, 12, 13, 15, 18, 21, 51, 54, 58, 113 and 129

Appendices 3, 5, and 8

6.4 Supplementary Planning Guidance / Documents

Area Based Policies, Residential Character Area BCA19: Northchurch (2004)
Environmental Guidelines (May 2004)
Water Conservation & Sustainable Drainage (June 2005)
Energy Efficiency & Conservation (June 2006)
Accessibility Zones for the Application of car Parking Standards (July 2002)
Landscape Character Assessment (May 2004)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

6.5 Advice Notes and Appraisals

Sustainable Development Advice Note (March 2011)

7. Constraints

Within the built up part of Northchurch : BCA 19
Former land use
15.2m , Halton dotted black and 45.7m air direction limits
CILZone 1

8. Representations

Consultation responses

8.1 These are at Appendix A.

Neighbour notification/site notice responses

8.2 These are at Appendix B.

9. Considerations

Main issues

9.1 The main issues to consider are:

- Policy and principle.
- Compatibility of the development with the character and appearance of the area: Layout and Design.
- Impact on neighbouring properties.
- Highway safety, access (fire, refuse and access for persons with disabilities / limited mobility / inclusive) and parking.
- Ecological Implications.

Policy and principle

9.2 The principle of new housing is acceptable as the site is located within the designated residential area under Policy CS4 (Towns and Large Villages) of Dacorum Core Strategy wherein the principle of appropriate residential development is encouraged.

Compatibility of the Development with the Character and Appearance of the area: Layout and Design

9.3 Under BCA 19 redevelopment at site may be acceptable. This is where the specified BCA 19 Development Principles are satisfied. In summary with reference to the expectations of Policies CBS 11, CS12, BCA 19, saved DBLP Policy 21 and Appendix 3 and with reference to the NPPF regarding design, the proposal is acceptable, being compatible with the overall character and appearance of the area.

9.4 The design echoes the 1930's to 1950's suburban period architecture which is very evident locally. In this area semi detached dwellings are supported with the proposed layout (spacing, building line, layout (front and back gardens) reflecting/ reinforcing the established form of development, with the subdivision/ plots commensurate with the layout nearby, albeit at a higher density than at nos 1 and 5 Tring Road and 1A Birch Close. Moreover the development provides the opportunity for structural planting and would not require a second access in accordance with the expectations of BCA 19.

9.5 The proposal is however at variance with BCA19's resistance of 3 storey development. This is set against:

- The fallback position is the 2017 permission for a two storey dwelling at the site. This has greater presence/profile within the streetscape than the existing bungalow, but is visually compatible with the character and appearance of the locality. This is with specific reference to the relationship with nos 1 and 5.
- A comparison of the 2017 approval and current application demonstrates that the proposals will have less massing /profile /be less strident, with the ridge level very similar to nos 1 and 5.
- To reiterate the proposal is a modern interpretation of a 1930's to 1950's house design, with the area strongly represented by such architecture. Its steep inverted 'v' shaped roof profile maintains a sense of spaciousness with the street scape.'

- To overly focus upon the building being 3 storey per se deflects from the overview that the building should appear compatible respecting its setting with nos 1 and 5 in particular.. It is a high quality design respecting its context, with its design ensuring an instant inbuilt maturity.
- To refuse the application because it is 3 storey and contrary to BCA19 would be, in these circumstances, tenuous to substantiate. In fact, moreover, it represents a more appropriate design approach than a two storey dwelling which would then be subject to ' incremental ad hoc additions' by the introduction of dormers at a later stage. The proposal is designed to be 'future proofed' and in this respect it is appropriate to recommend the withdrawal of 'permitted development' rights for Class B roof changes.

Impact on neighbouring properties/ Residential Amenity

9.6 This is with reference to the expectations of Dacorum Core Strategy Policies CS12 and CS32, Appendix 3 of the Dacorum Local Plan and the NPPF regarding residential amenity It takes into account privacy, physical impact, sunlight/ daylight, noise, disturbance, headlamp glare and air quality and that the LPA has granted planning permission for a dwelling house at the site which has established a benchmark as what is acceptable.

9.7 The effect of the massing in relation to nos 1 and 5 is not straightforward and has been discussed with the Agent involving a design modification, given the relationship with these dwellings to create a less intrusive impact, but taking into account the 2017 permission .It is expected that at the meeting modified plans will be available for consideration.

9.8 It is not considered that there would be a case to refuse the application based upon the loss of privacy to nos 1 and 5 Tring Road or 1A Birch Lane.

Access and parking

9.9 HCC Highways have no objections. There are no apparent sight line, traffic generation, general/ fire / inclusive/ disabled/ refuse access objections*.

9.10 Each dwelling will be served with adequate curtilage parking and essential turning areas.

9.11 This is a most sustainable location given the location of the main 501 bus stops in both directions and the closeness of local facilities at Northchurch Local Centre and the recreational ground.

*Note: For the avoidance of doubt: HCC Highways response refers to a replacement dwelling house in the analysis but the title of the response clearly states 2 dwellings.

Ecological Implications

9.12 Hertfordshire Ecology has considered the results of the bat survey and raises no objections . It is expected that new planting and bat / bird boxes will be provided to accord with Dacorum Core Strategy Policy CS29.

Other Issues: Contaminated Land/ Land Stability, Drainage/ Water Supply/ Air Quality/ Community Infrastructure Levy (CIL)

9.13 Contamination. Standard conditions are recommended with reference to the expectations of Dacorum Core Strategy CS32. Land stability is subject to a recommended informative.

9.14 Drainage. The site is not within Flood Zones 2 or 3 and therefore flooding is not an

issue. A drainage condition is recommended.

9.15. Other. There are no security/ crime prevention, air quality or air safeguarding objections, with an EIA not necessary .The CIL requirement is £250 per sq.m

10. Conclusions

10.1 The proposal would be compatible with the established character and appearance of the area with a plot size commensurate with soother dwellings in Tring Road, with the expected design change reducing the impact upon the residential amenity of nos 1 and 5. CC Highways raise no highway safety objections.

10.2 Subject to the imposition of conditions the application is recommended for the grant of permission.

11. RECOMMENDATION

11.1

– That planning permission be **GRANTED** for the reasons referred to above and subject to the following conditions:

Conditions

No	Condition
1	<p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted based on the details of the materials specified by the approved drawings have been submitted and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details. Please do not send materials to the council offices. Materials should be kept on site and arrangements made with the planning officer for inspection.</p> <p>Reason: In the interests of the character and appearance of the area and in the interests of sustainable drainage to accord with the requirements of Policies CS11, CS12 and CS29 of the Dacorum Core Strategy.</p>
3	<p>The dwelling houses hereby permitted shall not be occupied until all of the respective parking and turning areas are provided and thereafter maintained in perpetuity</p> <p>Reason: To ensure the provision of adequate parking and turning for vehicles so as not to compromise highway safety in accordance with Dacorum Core Strategy Policies CS8 and CS12 and saved Dacorum Borough Local Plan Policies 51 and 54.</p>
4	<p>During the demolition of the bungalow and thereafter for the entire period of the carrying out of the development all the retained planting shall be protected by measures in accordance with the requirements with the British 5837: 2012:Trees in relation to design, demolition and construction, with the measures only being removed only after the completion of the whole development.</p> <p>Within 3 months of this decision and notwithstanding any of the submitted details, a</p>

	<p>comprehensive structural soft landscaping scheme shall be submitted to the local planning authority . The submitted details soft landscape works shall include plans, written specifications (including cultivation and other operations associated with plant and grass establishment), schedules of trees and plants, noting species, plant sizes and proposed numbers/densities where appropriate, including a tree and bird and bat boxes in each rear garden which shall be thereafter retained at all times incorporating the specified Enhancements (para 4.2) of the submitted Bat Survey .</p> <p>Reason: In the interests of the character and appearance of the area and biodiversity in accordance with Policies CS12 and CS29 of Dacorum Core Strategy.</p>
5	<p>Any tree, hedge or shrub which forms part of the approved landscaping scheme which within a period of five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by another tree, shrub or section of hedge of the same species and size as that originally planted shall be planted at the same place in the next planting season, unless the local planning authority gives its written consent to any variation. For the purposes of this condition the planting season is between 1 October and 31 March.</p> <p>Reason: To safeguard the local environment, in the interests of residential amenity, visual amenity and biodiversity in accordance with the requirements of Policies CS12, CS26 and CS29 of the Dacorum Core Strategy.</p>
6	<p>The dwellinghouses hereby permitted shall not be occupied until all the boundary treatment is installed fully in accordance details submitted to and approved by the local planning authority. Thereafter all the approved boundary treatment walls and fencing fence shall be retained at all times.</p> <p>Reason: In the interests of the residential amenity of the dwelling houses hereby permitted and the character and appearance of the area in accordance with Policy CS12 of Dacorum Core Strategy.</p>
7	<p>Within 7 days of the commencement of the demolition of the bungalow a Phase I Report to assess the actual or potential contamination at the site shall be submitted to and approved in writing by the local planning authority. If actual or potential contamination and/or ground gas risks are identified further investigation shall be carried out and a Phase II report shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. If the Phase II report establishes that remediation or protection measures are necessary a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>For the purposes of this condition:</p> <p>A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.</p> <p>A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.</p> <p>A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.</p>

	<p>Reason: To ensure that the issue of contamination is adequately addressed in accordance with Policy CBS 32 of the Dacorum Core Strategy.</p>
8	<p>All remediation or protection measures identified in the Remediation Statement referred to in Condition 8 shall be fully implemented within the time scales and by the deadlines as set out in the Remediation Statement and a Site Completion Report shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any part of the development hereby permitted.</p> <p>For the purposes of this condition a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It shall contain quality assurance and validation results providing evidence that the site has been re mediated to a standard suitable for the approved use.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed in accordance with Policy CBS 32 of the Dacorum Core Strategy.</p> <p>Informative: The NPPF states that all site investigation information must be prepared by a competent person. This is defined in the framework as 'A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation. Contaminated Land Planning Guidance can be obtained from Regulatory Services or via the Council's website www.dacorum.gov.uk</p>
9	<p>No development shall take place until a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of 5 years shall have been submitted to and approved in writing by the local planning authority.</p> <p>Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority for its approval in writing.</p> <p>This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.</p> <p>Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies CS31 and CBS 32 of the Dacorum Core Strategy.</p>
10	<p>Within 3 months of the commencement of the development hereby permitted details of a surface and foul water drainage system shall be submitted to and approved in writing by the local planning authority. The development shall be carried out and thereafter retained fully in accordance with the approved details.</p> <p>Reason: To ensure that the site is subject to an acceptable drainage system serving the development in accordance with the aims of Policies CS8 ,CS12 and CS31 of the Dacorum Core Strategy , including highway safety, and to protect groundwater to accord with the requirements of Policies CS31 and CS32 of the Dacorum Core Strategy.</p>
11	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted</p>

	<p>Development) Order 2015 (or any Order amending or re-enacting that Order with or without modification) no development falling within the Schedule 2 Part 1 Class B shall be carried out without the prior written approval of the local planning authority within the residential curtilages of the dwellinghouses hereby permitted:</p> <p>Schedule 2 Part 1 Class B</p> <p>Reason To enable the local planning authority to retain control over the development in the interests of the character and appearance of the development/ area in accordance with Dacorum Core Strategy Policy CBS 12 .</p>
12	<p>Before the occupation of the dwellinghouses hereby permitted an exterior lighting scheme shall be submitted to the local planning authority and before the occupation of any of the dwellinghouses the approved exterior lighting scheme shall be installed and thereafter shall be retained and maintained fully in accordance with the approved details. The submitted lighting scheme shall include the lighting of the roadway, its footpath and the walkway/ footpaths linked to the rear gardens.</p> <p>Reason: In the interests of the local environment, highway safety , safe access and security in accordance with accord with the requirements of Policies CS8, CS12, CS29 and CS32 of the Dacorum Core Strategy and Policy 113 and Appendix 8 of the saved Dacorum Borough Local Plan.</p>
13	<p>Electric vehicle charging facilities and electronic communications equipment shall be installed before the occupation of each dwelling house hereby permitted fully in accordance with details submitted to and approved in writing by the local planning authority. Thereafter all the approved facilities/ equipment shall be retained at all times.</p> <p>Reason: In accordance Paragraph 110 and Part 10 of the National Planning Policy Framework.</p>
14	<p>Subject to the requirements of other conditions of this planning permission the development hereby permitted shall be carried out in accordance with the following plans:</p> <p>254 002 A 254 003 A</p> <p>Reason: To safeguard and maintain the strategic policies of the local planning authority and for the avoidance of doubt.</p> <p>NOTE 1: ARTICLE 35 STATEMENT</p> <p>Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.</p> <p>INFORMATIVES</p> <p>Bats</p> <p>UK and European Legislation makes it illegal to:</p> <p>Deliberately kill, injure or capture bats;</p>

<p>Recklessly disturb bats; Damage, destroy or obstruct access to bat roosts (whether or not bats are present).</p> <p>Contacts:</p> <p>English Nature 01206 796666 UK Bat Helpline 0845 1300 228 (www.bats.org.uk)</p> <p>In the unlikely event that bats are unexpectedly found during any stage of the development, work should stop immediately and a suitably qualified ecologist should be contacted to seek further advice'.</p> <p>Land Stability</p> <p>The government advice is that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.</p> <p>If the developer is concerned about possible ground instability consideration should be given by the developer in commissioning the developer's own report.</p> <p>Highway Issues</p> <p>Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: http://www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047.</p> <p>Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website http://www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047</p>

Appendix A: Representations

Councillor Lara Pringle

I understand that residents potentially have some concerns about this development regarding the impact on road safety and overdevelopment. In view of this I would like this to be called in before the next meeting of the Development Management Committee to consider residents' concerns.

Northchurch Parish Council

- Original

No comment.

- Revised

No response.

Building Control

No response.

Design & Conservation

This is not a proposal that would normally be subject a consultation.

Noise/ Pollution / Scientific officer

No response.

Note : In granting the 2017 permission for the dwellinghouse it was confirmed:

The site is located within the vicinity of a potentially contaminative former land use (former landfill site). Consequently there may be land contamination issues associated with this site. I recommend that the standard contamination condition be applied to this development should permission be granted. For advice on how to comply with this condition, the applicant should be directed to the Council's website (www.dacorum.gov.uk/default.aspx?page=2247).

Trees & Woodlands

According to the information submitted, there are a number of trees within the site which will be affected by the development. In order to ensure suitable tree protection is afforded to trees the applicant is required to provide a BS 5837:2012 Trees in relation to design, demolition and construction.

Housing

Due to the number of units being developed, the site will be exempt from any affordable housing contribution

Hertfordshire County Council: Highways

1.Decision

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission. recommend inclusion of the following advisory note to ensure that any works within the highway are to be carried out in accordance with the provisions of the highway Act 1980.

2.Recommended Informative's

- Storage of materials

AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

- Obstruction of the highway

AN2) Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to willfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

- Mud on highway

AN3) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

3.Planning Application:

The development proposal is for demolition of existing 3 bed house and construction of two semi-detached houses at 3 Tring Road, Dudswell.

Local Road Network

Tring Road is A4251 a main distributor road and a bus route. All houses have their own driveway for off-street parking.

Accessibility

The application is for a replacement dwelling.

Access and parking

The planning application indicates that there will be no alteration to the level of parking or access.

Conclusion

Highway Authority does not wish to restrict the grant of consent subject to the above advisory note,

Hertfordshire Ecology

- Initial

1. The building to be demolished has a reasonably complex and apparent unmodified (e.g. converted or with rooflights) roof structure which could support bats. The local environment is low to moderately-well treed within the Bulbourne valley, an area which will certainly support bats. There are also a number of older bat records from this part of Northchurch, so I consider

there is sufficient justification to request a bat assessment.

2. The demolition will have a significant impact on bats or a roost if they are present. DBC would need to know what compensation is required if a roost is present, sufficient for the applicant to obtain a licence from Natural England if necessary. Consequently a Preliminary Roost Assessment (PRA) is needed prior to determination to enable this to be adequately considered by the LPA.

3. HE do not consider there are any other ecological constraints associated with the development

- Response to Bat Survey

a). The original Preliminary Roost Assessment found low potential for bats, identified as numerous broken, lifted or disturbed tiles, lifted flashing, broken soffit and direct access into the roof space. However , no direct evidence of bats was found.

b). The presence / absence activity also found no evidence of bats using the building.

c). Consequently, it is reasonable for DBC to assume that a roost does not exist and that bats are not currently using the building. On this basis, DBC can determine the application have taken bats adequately into account.

d). However HE advise that an Informative is attached to any approval, to the effect that:

'In the unlikely event that bats are unexpectedly found during any stage of the development, work should stop immediately and a suitably qualified ecologist should be contacted to seek further advice.

e). HE consider the enhancements outlined in 4.2 Evaluation (provision of bat boxes) are reasonable and should be implemented if the Application is approved.

Hertfordshire Property

No response.

Thames Water

No response.

Affinity Water

No response.

Ministry of Defence

No air safeguarding objection.

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air

traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Appendix B

Comments received from local residents/ Site Notice :

3 Lyme Avenue

I notice there are no drawings showing the existing property compared to the proposed properties - particularly in respect to height. I believe this is important information to be considered prior to a decision being made as this development combined with the proposed development to the rear of 5 Tring Road may have a significant impact on the surrounding neighbours.

1A Birch Road

Response 1

We object to the current application for no 3 Tring Road Northchurch.
We do not oppose outright the construction of a property on the site, but do have valid concerns for our privacy.

We were previously unable to comment to the original permission granted for a single dwelling as we were away at the time.

Had we not missed the opportunity we would largely have objected to the size of the proposed house and how it afforded us no privacy in our back garden from the second floor windows of this three storey property.

No regard for any of the neighbouring properties has been made when designing this rather overbearing residence.

Our concerns have now been exacerbated by the division into semi detached dwellings, which doubles the amount of high level windows in the two proposed houses across the roofline to the rear which will significantly impact on all neighbouring properties' privacy.

We would request that the council take action to obtain a reduction and amendment from the applicant of the top floor internal layout.

Views over the valley to the front could be a better option for the bedrooms and landing windows in the roof. The design instead having bathrooms with privacy glass to the rear. There is no reason why this cannot be achieved by altering the stair layout and having one larger bedroom instead of two.

The use of roof lights as shown on the drawing for the top landing and integral bathroom show that the glass landing windows are not absolutely necessary.

We object, as anyone would, to the overlooking of our house and garden from such a height from what will now be two families with six bedroom windows in constant use, along with four

large glass panels to the hallways, all completely overlooking us from a disproportionate height.

The design of the buildings is completely out of character with surrounding detached houses either side. This is an application for three storey units with what will look like a glass observatory at the very top.

The current design seems rather illogical given the superior views are to the front of the properties (and would overlook no one). The top floor landing windows could be positioned where currently the plan shows the roof is solid.

We feel that a little more thoughtful design would be more appropriate in the circumstance for all concerned and reduce the impact this application will have on neighbouring residents, enjoying their own privacy in their properties.

We trust our comments will be taken on board by both the planning officer and the applicant and the necessary revisions made.

I would also like to draw the Planning committees attention to the remarks and comments posted by the applicant Friday 2nd February 2018 when they joined the orchestrated campaign to oppose a similar application by his neighbour no 5 Tring Road.

The applicant objected to his neighbour's proposal and gave reasons why. For exactly those same reasons we object to this application no 4/01517/18/FUL.

The neighbours application was subsequently refused, largely due to public pressure, rather than it not fulfilling current planning policy requirements.

This was even after a design change and lowering of the roof height as recommended by the planning department.

Response 2

I wish to object to the insensitive overlooking of neighbouring properties from the 3 storey windows at the rear of the two proposed houses.

I am extremely concerned about the height and there isn't any dimension details.

I have posted a lengthy objection previously highlighting alternative options within the design which would overcome this problem.

I would appreciate some contact prior to any deconstruct on this application being made.

5 Tring Road

We wish to object to the building of the above application for the following reasons:

The application is directly adjacent to our property No.5 Tring Road

We object to this development on the basis of loss of privacy. These are 3 storey houses and the view from the second and third floor windows are directly into our rear garden

The Height of these buildings will impact greatly on our privacy, we will be overlooked completely by the nearest house from their second-floor windows but even more so from the third floor giving them complete views of our property. These houses are to the east of our property. We have existing windows on this elevation and due to the size and bulk of these properties we will lose natural daylight and sunlight into our house and garden.

I would also note that the applicant has previously objected in the strongest possible terms to a similar application on an adjacent property based on highways grounds. Given the nature of this application I can only assume that he now accepts that Tring Road is capable of

supporting additional development without endangering highway safety.

1 Tring Road

As direct neighbours we had no objection to the previous application for the existing bungalow to be replaced by one house, which would be in keeping with the existing plot size. It must be pointed out that the existing building is a one storey bungalow, not a house as stated in the application.

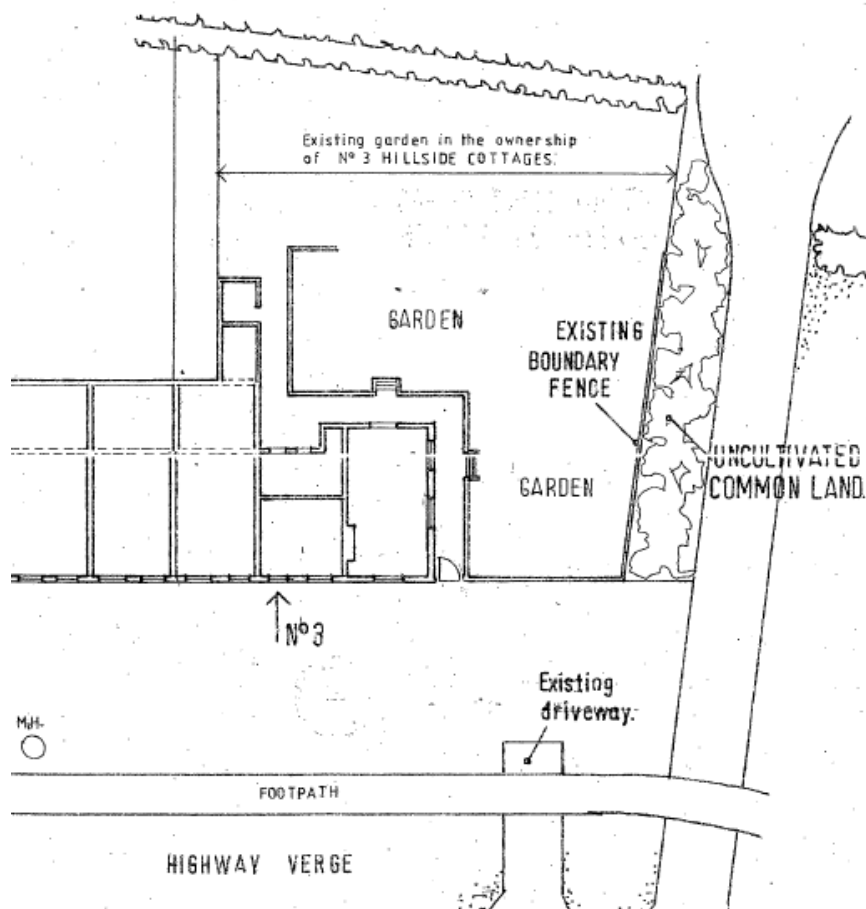
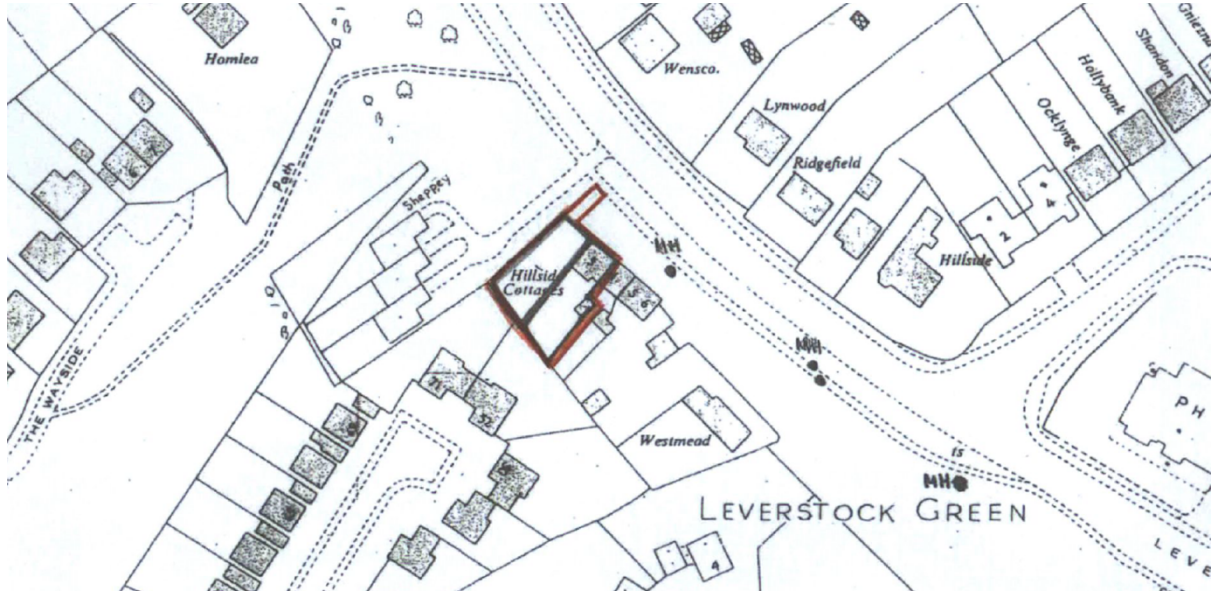
Consequently the plan for 2 three storey houses would grossly overshadow and overlook our property and greatly intrude on our privacy. The projected height of these buildings would be over 1 metre higher than our house.

The current bungalow is 6.5 metres whereas the proposal is for two buildings of 10 metres in height. The plot is only really suitable for one dwelling. Three storeys is too tall.

Two four bedroom dwellings, with a potential for eight vehicles, will also impact on the already very dangerous road junction.

Item 5d 4/01446/18/FUL TWO-STOREY REAR EXTENSION TO EXISTING DWELLING AND TWO-STOREY SIDE EXTENSION TO CREATE NEW DWELLING

3 HILLSIDE COTTAGES, LEVERSTOCK GREEN ROAD, HEMEL HEMPSTEAD, HP3 8QB

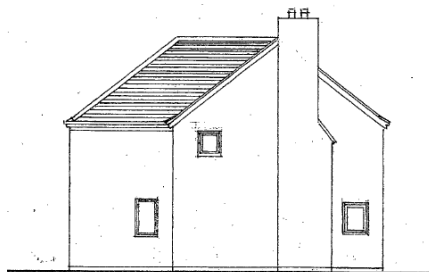


Item 5d 4/01446/18/FUL TWO-STOREY REAR EXTENSION TO EXISTING DWELLING AND TWO-STOREY SIDE EXTENSION TO CREATE NEW DWELLING

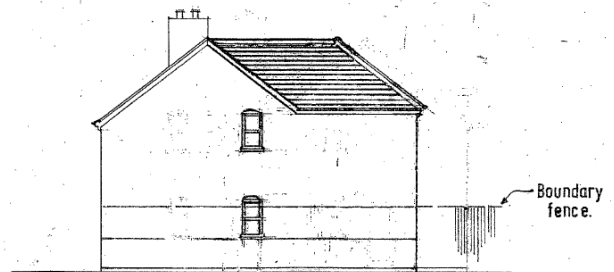
3 HILLSIDE COTTAGES, LEVERSTOCK GREEN ROAD, HEMEL HEMPSTEAD, HP3 8QB



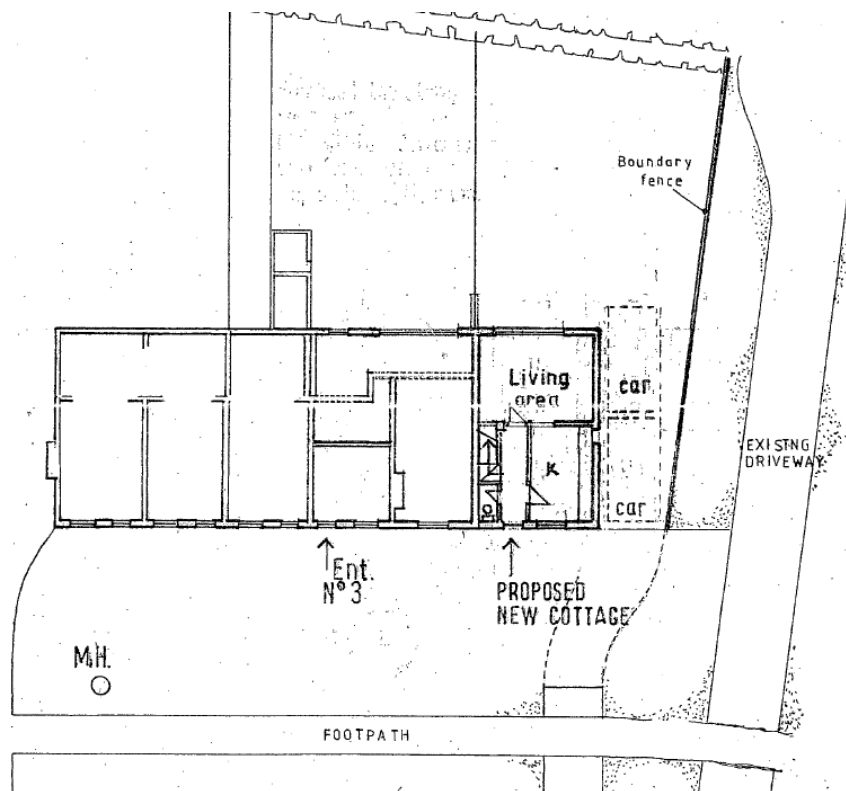
PROPOSED EXTENDED ELEVATION OF HILLSIDE COTTAGES.



EXISTING EAST ELEVATION.



PROPOSED WEST ELEVATION.



4/01446/18/FUL	TWO-STOREY REAR EXTENSION TO EXISTING DWELLING AND TWO-STOREY SIDE EXTENSION TO CREATE NEW DWELLING
Site Address	3 HILLSIDE COTTAGES, LEVERSTOCK GREEN ROAD, HEMEL HEMPSTEAD, HP3 8QB
Applicant	MR K HARPER, 3 HILLSIDE COTTAGES
Case Officer	Martin Stickley
Referral Committee	to Call-In from Councillor Graham Sutton

1. Recommendation

1.1 That planning permission be **GRANTED**.

2. Summary

2.1 The site is located within Hemel Hempstead proximate to local services and facilities within Leverstock Green. As such, there is strong policy support for the provision of housing under local and national policy in this location.

2.1.1 The development of a three-bedroom end-of-terrace dwelling would not unduly compromise the character and appearance of the terrace row of which it forms a part, and would be acceptable in terms of the appearance of the Leverstock Green Road street scene.

2.1.2 Proposed car parking arrangements are sufficient considering existing conditions at the site. When reviewing the acceptability of the proposed parking provision, the site's location should be considered, particularly its proximity to the local centre of Leverstock Green and the availability of local bus services.

2.1.3 It is acknowledged that the common along Leverstock Green Road in front of the terrace can be heavily parked, however this harm has not been evidenced by the highway authority with respect to the proposal, and therefore would not be of significant harm to outweigh the benefit of the provision of one additional home.

2.1.4 The proposal is therefore acceptable in accordance with the provisions of the NPPF, Policies CS1, CS4, CS8, CS11, CS12 and CS27 of the Core Strategy and saved Policies 10, 18, 21, 51, 54 and 58 of the Local Plan.

3. Site Description

3.1 The application site is currently occupied by a two-storey end-of-terrace dwelling located on the south-western side of Leverstock Green Road (A4147). The terrace row is prominent in this street scene due to its forward position relative to nearby dwellings, open landscaped frontage, and its white-painted exterior which sets it apart from the predominantly brick faced surrounding development. Specifically, the application site and subject dwelling located at the north-western end of the terrace is highly visible in the street scene, particularly its front and exposed side elevations. The terrace is of simple and consistent proportions save for a later two-storey side addition on the application site.

3.1.1 A wide strip of grassed land identified as waste of the manor land exists immediately in front of the application site and the terrace row. It appears there are few driveways which cross this land providing vehicle access to residential properties beyond. Importantly, this land contributes significantly to the spacious and landscaped character of the area. It is understood that the application site benefits from a right of access easement via an existing established vehicle crossover and part constructed driveway off Leverstock Green Road.

4. Proposal

4.1 Planning permission is sought for a two-storey end-of-terrace dwelling comprising three bedrooms, and a two-storey rear extension to the existing dwelling. No additional bedrooms are proposed in the existing property.

4.1.1 The proposed dwelling would match the existing terrace in terms of appearance and would create two car parking spaces immediately to the flank.

4.1.2 The two-storey rear extension to the existing dwelling would project in line with the rear wall of the proposed dwelling. The allocated private garden areas to both the existing and proposed dwellings would be located to the rear of the respective dwellings with minimum depths of 11.5m.

5. Relevant Planning History

5.1 Historical records confirm under plan number 3477 that additions were carried out in 1951.

5.1.1 Aerial photographs dating back to 1970 confirm that the terrace has existed in its full length since this time. The available 1940 aerial is inconclusive.

5.1.2 For further background, it is also noted that three three-bedroom houses were granted at Nos. 1-2 Hillside Cottages (north-west of the application site) in 1976 (under 1378/75D), identified as Nos. 1, 2 and 3a Hillside Cottages.

4/00937/16/FUL CONSTRUCTION OF ONE 3-BED DWELLING AND TWO-STOREY REAR
EXTENSION
Refused
07/09/2017

The above application was refused at committee in 2016. The decision was appealed and dismissed (see APP/A1910/W/17/3189814) for the following reasons:

- (a) that the development would provide sufficient parking for existing and future occupiers of the existing and proposed dwellings; and
- (b) that it would not give rise to undue parking congestion in the area.

6. Policies

6.1 National Policy Guidance

National Planning Policy Framework (NPPF)
National Planning Policy Guidance (NPPG)

6.2 Adopted Core Strategy

Policies NP1, CS1, CS4, CS8, CS11, CS12, CS17, CS18, CS25, CS27, CS29, CS31, CS32, CS35

6.3 Saved Policies of the Dacorum Borough Local Plan

Saved Policies 10, 13, 18, 21, 51, 57, 58, 99, 100, 101, 119
Saved Appendices 3 and 5

6.4 Supplementary Planning Guidance / Documents

- Environmental Guidelines (May 2004)
- Area Based Policies (May 2004) - Residential Character Area HCA27: Leverstock Green Central
- Energy Efficiency & Conservation (June 2006)
- Accessibility Zones for the Application of car Parking Standards (July 2002)

6.5 Advice Notes and Appraisals

- Sustainable Development Advice Note (March 2011)

7. Constraints

- 15.2M AIR DIR LIMIT
- CIL3

8. Representations

Consultation responses

8.1 These are reproduced in full at Appendix A

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix B

9. Considerations

Main issues

9.1 The main issues to consider are:

- Policy and principle
- Layout and density
- Impact on traffic, access and car parking
- Impact on heritage assets
- Impact on visual amenity
- Impact on residential amenity
- Landscaping

Policy and Principle

9.2 The site lies within a designated and established residential area within Hemel Hempstead, where appropriate residential development is encouraged under Policy CS4 of the Core Strategy. The NPPF sets out housing applications should be considered in the context of the presumption in favour of sustainable development.

Layout and Density

9.3 The layout and associated plot subdivision would generally follow the regular pattern of development and grain displayed along the terrace row of which the application site forms a part.

9.3.1 The site would benefit from the existing vehicle access off Leverstock Green Road. There are currently two dedicated off-street parking spaces for the existing dwelling situated to the

flank. These would be removed as part of the proposed layout. Two new spaces would be situated to the side of the new property.

9.3.2 Garden depths and sizes would be acceptable for both the existing and proposed dwellings, noting they would exceed the minimum 11.5m standard set out under saved Appendix 3 of the Local Plan.

9.3.3 In density terms, the proposal is considered acceptable. Saved Policy 21 states that densities for residential development will generally be expected to be in the range of 30 to 50 dwellings/ha. Higher densities will generally be encouraged in urban areas at locations where services and/or workplaces can be reached without the need for motorised travel or which are served well by passenger transport, for example at town and local centres. Proposals which have a density of below 30 dwellings per hectare net should be avoided.

9.3.4 The numerical density for the proposal would equate to approximately 41 dwellings per hectare. This density figure may seem on the high end of the scale, however it is important to note that the site is unusual as it does not have a front garden and the green and access have not been included within the calculations of the site area. Whilst this figure could be used as indicative of the amount of development on the site; other factors set out above should be taken into consideration as noted under guidance of Environmental Guidelines Supplementary Planning Guidance. This includes sufficient garden space and area commensurate with surrounding and like properties, and achieving local space standards, following the pattern of development of the area in terms of site coverage and amount of building (assessed in further detail below), the proposal would not result in an overdevelopment of the site.

9.3.5 It follows the proposal would not raise any concerns with respect to layout and density when considered in its context, and would therefore accord with Policies CS11 and CS12 of the Core Strategy.

Impact on Traffic, Access and Car Parking

9.4 The highway authority has raised no objection with respect to highway safety in terms of the existing access, traffic generated by the proposed development, and proposed parking provision. In providing their comments it is understood that the highway authority considered that the common land fronting the property may be used for vehicle parking.

9.4.1 Policy CS12 of the Core Strategy requires, amongst other things, the provision of sufficient parking for new development. Appendix 5 of the Local Plan contains the Council's standards for parking and states that for 3 bedroom dwellings this should be between 2 and 2.25 on-site spaces (depending on the accessibility zone it falls within).

9.4.2 The previously dismissed appeal (see 4/00937/16/FUL and APP/A1910/W/17/3189814) provided 1 space for both dwellings. The current scheme would provide 2 off-road parking spaces for the proposed house but as before, none would be provided for the existing dwelling. The Planning Inspector stated, "no evidence has been supplied detailing the frequency of local buses or their destination, or the proximity of the site to facilities relating to education, healthcare, sport and recreation. In view of this, I am unable to conclude that a wide range of services and facilities are within easy walking or cycling distance of the site and/or whether they are accessible by public transport. I have as a consequence concluded that future occupiers would be car-dependent and that a lower level of off-road parking provision has not been sufficiently justified." The applicant has submitted a supporting statement with further information on this.

9.4.3 The site is located within walking distance to the local centre of Leverstock Green, Hemel Hempstead and proximate to local public transport facilities (bus network). The urban nature of the site means that occupiers would be within walking and cycling distance from a local retail

centre, public houses and employment opportunities (Maylands Business Park). In light of the above, it is considered that the application site is considered to benefit from a sustainable location where flexibility of parking standards could be applied. The addition of one new dwelling is not considered to result in adverse levels of parking stress and highway safety above existing conditions.

9.4.4 The applicant has laid grasscrete to ensure that the verge is not damaged by vehicles accessing the parking spaces. However, it should be noted that the deed of easement (Paragraph 3.1.1.3), which allows vehicular access to the site across the common land, does not allow for parking in this area.

9.4.5 The application site is considered to benefit from a sustainable location where flexibility of parking standards could be applied. It is noted that other dwellings fronting the green do not have private parking provision however the addition of one new dwelling is not considered to result in adverse levels of parking stress and highway safety above existing conditions.

9.4.6 The condition suggested by the highway authority requiring the submission of a Construction Management Plan would be reasonable and shall be attached if planning permission is granted.

9.4.7 In summary, the proposal would accord with the aims of Policies CS8 and CS12 of the Core Strategy and saved Policy 58 of the Local Plan.

Impact on Heritage Assets

9.5 Policies relating to the protection of heritage assets are only relevant as the application site and the terrace row as a whole is considered as being of historical and architectural merit. It is however noted that the terrace row (including the application site) is not statutorily listed and does not fall within a designated Conservation Area. Given the historical and architectural merit of the terrace row, it would be reasonable to apply the objectives of Policy CS27 of the Core Strategy and saved Policy 119 of the Local Plan in assessing the proposal.

9.5.1 Based on the comments from Conservation and Design, the proposals would represent a sympathetic addition to the terrace in terms of form and detailing. The terrace displays consistent punctuation, aperture and chimney separation at its south-eastern end. However, at the opposite end on the application site it differs slightly.

9.5.2 The proposed end-of-terrace feature that would continue the principal building elevation would generally reinstate proportions, particularly wall-to-window ratios and design that is evident at the terrace's other end. Due to the length of the terrace the replicated punctuation within the main part of the development may not be readily appreciated as a whole, however the addition would provide an appropriate, and improved termination to the north-western end of the terrace compared with the existing addition, and adopting this design detail is commended.

9.5.3 Any development to the side of the terrace given its prominence should be carefully considered. The proposed north-western side elevation would mimic the gable of the existing property in terms of scale, but would provide an additional modest two-storey extension to the rear. Consideration of the exposed side elevation is important due to its prominence, and therefore any development to the side of the building

9.5.4 The cumulative impact of additions to the terrace would not raise any concerns, as the main consideration in assessing the impact on heritage assets is the design and external appearance of the development relative to the terrace, particularly in the context of the surrounding later residential development.

9.5.5 The character of the rear of the terrace would be significantly different to the front and side elevations and has been subject to various extensions and alterations over its length. In terms of overall form and proportions this would not detract from the building group or affect the more prominent elevations of the terrace.

9.5.6 Conservation and Design comments set out that the proposals would have a minimal to low impact on the value of the terrace and in light of the design and external appearance of the development as described above, when considered also in the context of policy support for new residential development, the proposal would be acceptable on this basis in accordance with Policy CS27 of the Core Strategy and saved Policy 119 of the Local Plan.

Impact on Visual Amenity

9.6 Based on the assessment above, the proposal is considered to represent an appropriate addition within the street scene of Leverstock Green Road and surrounding public vantage points. It is important to note that the proposed dwelling that would continue the main terrace in terms of form and design detail would achieve a suitable level of integration with the street scene and surrounding area.

9.6.1 As set out above, the exposed side elevation of the building is particularly prominent on the approach to the application site from the roundabout with St Albans Road, Breakspear Way and Maylands Avenue (from the north) and the forms of the development would be acceptable when viewed in the context of this street scene. The rear element would be appropriately set back and the main gable outline of the terrace would be appreciated in its majority.

9.6.2 As a result of the design and siting of the development, the main terrace would remain prominent from the perspective of the street scene as appropriate. The proposal has therefore demonstrated that the development would respond well to this aesthetically-sensitive and prominent site.

9.6.3 If planning permission is granted, it shall be subject to conditions requiring materials to match those of the existing dwelling and for further details to be supplied to ensure the suitable integration of the development within the terrace.

9.6.4 As such, the proposal would accord with Policies CS11 and CS12 of the Core Strategy with respect to its impact on the street scene.

Impact on Residential Amenity

9.7 The application site has four directly adjoining properties, including the adjoining mid-terrace dwelling at No. 4 Hillside Cottages, two dwellings immediately to the rear at Nos. 52 and 71 Crossfell Road, and No. 3a Hillside Cottages shares the boundary at the western corner of the application site. Further west of the application site is No. 2 Hillside Cottages from which the development area would be visible. Each shall be discussed in turn.

9.7.1 The daylight and sunlight tests normally used by Local Planning Authorities are set out in the Building Research Establishment (BRE) document 'Site Layout Planning for Daylight and Sunlight: A guide to good practice (2011)'. The BRE guide gives two helpful rules of thumb (25° or 45° tests) which determine whether or not further detailed daylight and sunlight tests are required. No. 4 Hillside Cottages has been extended to the rear at single-storey level, and therefore the proposed two-storey rear extension to the existing dwelling would not result in adverse levels of visual intrusion or loss of light from the nearest ground floor habitable room windows. The building of the proposed new dwelling would be located on the far side of the site relative to this neighbouring property and would not give rise to any concerns relating to residential amenity of No. 4. It is considered that there would be no significant loss of daylight or sunlight to the neighbouring properties.

9.7.2 The proposed development would exceed the minimum 23m separation under saved Appendix 3 of the Local Plan between the rear walls of the proposed dwelling and extension relative to the main rear walls of the semi-detached properties at Nos. 52 and 71 Crossfell Road. This would ensure that although the building and two-storey wall would be extended and brought closer to these properties, there would be sufficient separation and visual relief to address matters relating to overlooking, visual intrusion or loss of light. It is also important to note that the proposed dwelling and extension would be sited on the same level as the terrace row which is below rear garden level. This would also assist in reducing the impact of development from the perspective of neighbours to the rear. The width of the two nearest dwellings on Crossfell Road would further serve to mitigate against the impact of the development.

9.7.3 The neighbouring dwelling at No. 3a Hillside Cottages is located to the south-west of the site, angled slightly towards the development area however its main outlook is also directed down the established shared driveway towards Leverstock Green Road. Similarly, the proposed development, in particular the rear projecting element of the new dwelling would achieve a minimum 23m separation to the nearest windows of No. 3a which would be sufficient in avoiding unreasonable levels of overlooking or visual intrusion. At this distance the development would not raise any concerns with respect to loss of light.

9.7.4 No. 2 Hillside Cottages has its main outlook towards the established hedge marking the frontage of the staggered terrace, however the application site is visible with periphery views available looking in an easterly direction from this neighbour's windows. The separation distance between the development and this property is further increased beyond that of its neighbours at No. 3a Hillside Cottages and Nos. 52 and 71 Crossfell Road, therefore the proposed buildings would not give rise to any unacceptable overlooking, visual intrusion or loss of light from this perspective.

9.7.5 It is acknowledged that the properties at Nos. 2 and 3a Hillside Cottages enjoy an element of open outlook created by the gap to the side of the existing dwelling at No. 3 Hillside Cottages (the application site), and that the proposed development would result in a greater amount of building that would be readily visible from within these dwellings. However, the amount and siting of development proposed at the application site would not result in significant additional visual bulk above existing conditions and the development therefore would not be unacceptably harmful in this regard.

9.7.6 It follows that the proposed development would not harm the residential amenities of surrounding neighbouring properties in accordance with Policy CS12 of the Core Strategy.

9.7.7 If planning permission is granted in the interests of safeguarding the residential amenity of the locality it would be reasonable to remove permitted development rights relating to Classes A and B for extensions and roof extensions, respectively.

Landscaping

9.8 Every effort should be made to retain as much boundary vegetation on the northern side boundary which is prominent in the street scene particularly approaching the site from the north along Leverstock Green Road. As such, if planning permission is granted, it would be subject to a landscaping condition requiring further details of tree protection and any planting to offset vegetation loss.

Response to Neighbour comments

9.9 These points have been addressed above.

Community Infrastructure Levy (CIL)

9.10 The application is CIL liable if it were to be approved and implemented. Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on the 1st July 2015. This application is CIL Liable.

9.10.1 The Charging Schedule clarifies that the site is in Zone 3 within which a charge of £100 per square metre is applicable to this development. The CIL is calculated on the basis of the net increase in internal floor area. CIL relief is available for affordable housing, charities and Self Builders and may be claimed using the appropriate forms.

10. Conclusions

10.1 The proposal to provided a new end-of-terrace dwelling and extend the existing property would represent appropriate development. The proposed scheme in its context and would not compromise the characteristics of the locality and would not give rise to significant highway safety concerns. Proposed car parking arrangements are sufficient considering the sites proximity to the local centre and other services. There would be no serious impacts on visual or residential amenity. As such, the development would be in accordance with the aims of the NPPF, Policies CS1, CS4, CS8, CS11, CS12 and CS27 of the Dacorum Core Strategy 2006-2031, saved Policies 10, 18, 21, 51, 54 and 58 of the Dacorum Borough Local Plan 1991-2011 and the other associated guidance mentioned within this report.

11. RECOMMENDATION – That planning permission be **GRANTED** for the reasons referred to above and subject to the following conditions:

Conditions

No	Condition
1	<p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>Construction of the dwelling hereby permitted shall not commence until the following details have been submitted and approved in writing by the local planning authority:</p> <p>Materials to be used in the construction of the external surfaces of the building, including bricks, chimneys, roof tiles, rainwater goods; Design details including brick bond, window heads, cills and eaves details which can be provided at a metric scale of 1:20; Joinery work and finishes.</p> <p>Development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure a satisfactory appearance to the development and to safeguard the character and appearance of the building group in accordance with Policies CS12 and CS27 of the Dacorum Core Strategy 2013 and saved Policy 119 of the Dacorum Borough Local Plan 1991-2011.</p>
3	<p>The materials (bricks, roof tiles, rainwater goods) to be used in the construction of the external surfaces of the extension hereby permitted shall match in size, colour and texture those used on the existing building at No. 3 Hillside Cottages.</p> <p>Design details of the building shall also match those of the existing building including</p>

	<p>brick bond, window heads, cills and eaves details. New joinery work shall match the materials, dimensions and profiles of existing work within the existing dwelling.</p> <p>Reason: To ensure a satisfactory appearance to the development and to safeguard the character and appearance of the building group in accordance with Policies CS12 and CS27 of the Dacorum Core Strategy 2013 and saved Policy 119 of the Dacorum Borough Local Plan 1991-2011.</p>
4	<p>No construction works (excluding groundworks) shall take place until full details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority. These details shall include:</p> <p>details for all external hard surfaces within the site, including roads, drainage detail and car parking areas; means of enclosure; soft landscape works which shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; trees to be retained and measures for their protection during construction works including boundary vegetation; provision of additional planting to offset vegetation removal; and proposed finished levels or contours across the site.</p> <p>The approved landscape works shall be carried out prior to the first occupation of the development hereby permitted.</p> <p>Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Policy CS12 of the Dacorum Core Strategy and saved Policy 99 of the Dacorum Borough Local Plan 1991-2011.</p>
5	<p>Any tree or shrub which forms part of the approved landscaping scheme which within a period of five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity to be approved by the local planning authority.</p> <p>Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Policy CS12 of the Dacorum Core Strategy 2013 and saved Policy 99 of the Dacorum Borough Local Plan 1991-2011.</p>
6	<p>Prior to the commencement of the site works the applicant shall submit a Construction Management Plan setting out details of on-site parking for all contractors, sub-contractors, visitors and delivery vehicles, storage of materials to be approved in writing by the local planning authority and that area shall be maintained available for use at all times during the period of site works.</p> <p>Reason: To minimise danger, obstruction and inconvenience to users of the highway particularly the classified road (Leverstock Green Road) and noting the site constraints and land ownership of the green immediately in front of the site and associated parking restrictions, in accordance with Policies CS8 and CS9 of the Dacorum Core Strategy 2013.</p>
7	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or re-enacting that Order with or without modification) no further development of the dwelling hereby permitted falling</p>

	<p>within the following classes of the Order shall be carried out without the prior written approval of the local planning authority:</p> <p>Schedule 2, Part 1, Classes A and B</p> <p>Reason: To enable the local planning authority to retain control over the development in the interests of safeguarding the residential and visual amenity of the locality in accordance with Policies CS12 and CS27 of the Dacorum Core Strategy 2013.</p>
8	<p>The proposed parking spaces shall have measurements of at least 2.4m x 4.8m. Such spaces shall be maintained as a permanent ancillary to the development shall be paved and shall be used for no other purpose.</p> <p>Reason: The above condition is required to ensure the adequate provision of off-street parking at all times in order to minimise the impact on the safe and efficient operation of the adjoining highway in accordance with Policy CS12 of the Dacorum Core Strategy 2013 and to ensure the adequate and satisfactory provision of off-street vehicle parking facilities in accordance with Policy CS12 of the Dacorum Core Strategy 2013 and saved Policy 58 of the Dacorum Borough Local Plan 1991-2011.</p>
9	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>02 03 04 05 06 07 08</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p> <p>Article 35 Statement</p> <p>Planning permission has been granted for this proposal. The Council acted proactively through positive discussion with the applicant during the determination stage which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the NPPF (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) Order 2015.</p> <p>Ecology Informatives</p> <p>The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage, or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act.</p> <p>Trees and scrub within and immediately surrounding the site may contain nesting birds between 1st March and 31st August to early September inclusive. Works to trees or which may have an impact on trees including any approved vegetation clearance or construction of boundary fencing or retaining walls should be undertaken outside of the bird breeding season during the dates above.</p> <p>Construction of Access Informatives</p>

Separate consent may be required if works, particularly hardstanding over the green, would impede access to common land or for works for the resurfacing of land. If this applies, consent must be sought from the Planning Inspectorate on behalf of the Secretary of State for Environment, Food and Rural Affairs. Further guidance can be obtained via the following link:

<https://www.gov.uk/guidance/carrying-out-works-on-common-land>

Highways Informatives

AN1. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website

<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

AN2. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website:

<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

Thames Water Informatives

Waste Comments

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near

<p>to agreement is required.</p> <p>Water Comments</p> <p>With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.</p> <p>Construction Informatives</p> <p>1). Noise on Construction/Demolition Sites - The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.</p> <p>2). Construction Hours of Working – (Plant & Machinery) - In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1830hrs on Monday to Saturdays, no works are permitted at any time on Sundays or bank holidays.</p> <p>3). Construction Dust - Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.</p>
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Appendix A

Consultation Responses

Trees and Woodlands

According to the information submitted no trees of significant landscape value or amenity will be detrimentally affected by the development. Subsequently I have no objections to the application being approved in full.

Leverstock Green Village Association

The LGVA has reviewed this application and is strongly opposed to this latest proposal to construct a two-storey side extension to the existing terrace of cottages. These character dwellings are an important part of the heritage of Leverstock Green and are located in a highly prominent location as you enter the village. Consequently, the LGVA believes that the proposal would constitute an unsuitable and incongruous over-development of the site.

The design of the extension includes a 'car port' under the end of the building. We consider that this feature is totally inappropriate and would seriously detract from the character appearance of the cottage. Furthermore, we are not convinced that the extension would sufficiently match the existing terrace.

The lack of suitable parking for the existing cottages continues to be a major problem. The occupants have habitually parked their cars on the common land between the cottages and the A4147. In wet weather, particularly during the winter, the grassed area becomes badly damaged

and rutted which is both unsightly and creates a mud hazard on the footpath leading to the village centre and the school in Green Lane.

Although the 'car port' would provide parking for up to two cars, the overall parking provision for the existing cottages would not be improved. The Planning Inspector rejected the previous application because the parking situation was unsatisfactory, and the application does not adequately redress this deficiency.

In summary, the LGVA believes that the new application constitutes inappropriate over-development in a conspicuous area of the village and should be rejected. Moreover, the LGVA concludes that the basis on which the Planning Inspector rejected the previous application has not been materially changed and consequently his decision should be upheld.

Comments on amended plans

The LGVA has examined the proposed changes, and we consider that the amended drawings do not significantly change the situation. The extension to the terrace of cottages remains an inappropriate and incongruous over-development of the site.

However, most importantly, the overall parking situation is still inadequate, and the basis of the Planning Inspector's rejection of application 4/00937/16/FUL continues to apply.

In summary, the LGVA remains strongly opposed to this planning application and recommends that it should be refused.

Herts Property Services

Herts Property Services do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within Dacorum CIL Zone 3 and does not fall within any of the CIL Reg123 exclusions. Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.

I trust the above is of assistance if you require any further information please contact me or the planning obligations team (growth@hertfordshire.gov.uk).

Conservation and Design

The car port element would not be acceptable, as it would be completely out-of-keeping with the character of the row of terraced houses. This would be detrimental to the entrance to Leverstock Green. If they wanted a 2-bedroom property, rather than the 3-bed, they could, in my view, achieve it with the parking adjacent. In effect, an additional matching terraced house could be added and I do not feel we would object.

Comments on amended plans

I can confirm that the revised proposals with the car parking to the side would be acceptable. I would recommend that the materials, joinery details and finishes are conditioned to match the existing.

Hertfordshire Highways

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

Hertfordshire County Council as Highway Authority does not object to the development, subject to the conditions and informative notes below.

CONDITIONS:

1. The proposed parking spaces shall have measurements of 2.4m x 4.8m. Such spaces shall be maintained as a permanent ancillary to the development shall be paved and shall be used for no other purpose.

Reason: The above condition is required to ensure the adequate provision of off-street parking at all times in order to minimise the impact on the safe and efficient operation of the adjoining Highway.

2. Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

3. Prior to the commencement of the site works the applicant shall submit a construction management plan setting out details of on-site parking for all contractors, sub-contractors, visitors and delivery vehicles, storage of materials to be approved in writing by the Local Planning Authority in consultation with the Highway Authority and that area shall be maintained available for use at all times during the period of site works.

Reason: - To minimise danger, obstruction and inconvenience to users of the highway

The Highway Authority would ask that the following note to the applicant be appended to any consent issued by the local planning authority: -

INFORMATIVES

1. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

2. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

COMMENTS

This application is for permission for the construction of a two-storey rear extension to existing dwelling and addition of two-storey side extension to create a new dwelling.

ACCESS

The response to question 6 in the application form indicate that there is no proposal to alter any vehicular or pedestrian access.

The design and access statement says that 'Cyclists and pedestrians will have immediate access from the existing public footpath which runs parallel to the cottages. Vehicle access is permitted to the plot across the green via a Deed of Easement and an agreed design will be negotiated with the appropriate authority'.

The applicant has not provided any evidence of either the easement or who the appropriate authority is. At present the highway recommendation is based on the details provided in the application.

PARKING

Constructing the new property will remove the existing off road parking for the property. Two spaces would be created for the new property. It is noted that no parking existed at the time of the previous 2016 scheme (see 4/00937/16/FUL). A parking area has subsequently been added following the refusal of this application.

The Manual for Streets states in paragraphs 8.3.48 to 8.3.58. p110 that the recommended dimensions of off-street parking bays are that they are laid out as a rectangle at least 4.8 m long by 2.4 m wide for the vehicle, along with additional space as set out in DfT document Inclusive Mobility.

Appropriate parking levels are within the remit of the LPA.

SITE AND SURROUNDING

The site is located in large play/amenity area known as Leverstock Green. There is an existing crossover to provide vehicular access to Sheppey Cottages. There is another dropped kerb and hardstanding up to a footpath which runs across the green and parallel to existing vehicular access to Sheppey Cottages.

The local residents have confirmed that the dropped kerb has been in place over a number of years. The crossover and the short hardstanding may have originally been used for grounds maintenance and grass cutting of the green and not to provide vehicular access to the cottages.

Leverstock Green Road, which runs adjacent to the green, is A4147 which is a main distributor road (principle road) and the County Council's policy 5 in its Local Transport Plan is not to permit new access from a principle "A" Road.

CONCLUSION

Hertfordshire County Council as Highway Authority considers the proposal would not have a severe residual impact on the safety and operation of the adjoining highways, subject to the conditions and informative notes above.

Councillor Graham Sutton

There is ongoing concerns about this development so, if you are minded to approve this application I would like it to be called in to give the concerned residents the opportunity to voice their views.

Appendix B

Neighbour Notification/Site Notice Responses

Objections

Ridgefield, Leverstock Green Road, Hemel Hempstead, HP3 8QD

This re-application is not materially different from the previous application.

Indeed the rewording now states the application is for 'a two storey side extension' rather than the previous '3 bed dwelling'. This is pure semantics and does not alter the fact that there will be insufficient parking spaces for all vehicles without driving across the grass verge and/or result in aggravating the existing parking congestion.

It is not clear from the application how many parking spaces are ADDITIONAL to the two existing.

In conclusion, I consider all of the comments and objections made against the previous application still apply.

Wenscot, Leverstock Green Road, Hemel Hempstead, Herts HP3 8QD

I object to the development proposed because :

- there remains insufficient parking facility, within the bounds of the site. Use of the common land in front of the development is not a permitted use and cannot be assumed to be allowed
- the design and construction and materials of the proposed building does not match or even become sympathetic with the buildings to which the development will be attached.

Comments on amended plans

The revised proposals still does not deal with the fundamentals of why the issue has been previously rejected at all planning levels

Nothing in the proposals deals with any of the reasons upon which rejection has been based

Accordingly I object again to this proposal because:-

- there remains insufficient parking facility, within the bounds of the site. Use of the common land in front of the development is not a permitted use and cannot be assumed to be allowed
- the design and construction and materials of the proposed building does not match or even become sympathetic with the buildings to which the development will be attached.
- the site, in my opinion would become over-developed.

Amberley, 2 Hillside Cottages, Leverstock Green Road, Hemel Hempstead, HP3 8QB

This latest amended application, is essentially no different from that which was dismissed at Appeal in March 2018.

Again the Developer completely fails to recognise the serious consequences to highway and public safety and amenity.

Were an additional new dwelling constructed it would leave no.3 Hillside Cottages without any allocated parking whatsoever. Moreover, the Developer intends to extend no.3, resulting in the very real likelihood of even more vehicles!

Remarkably, it appears the Developer is seeking to defy the conclusive refusals already formally determined by each of the following three authorities (central to which was the critical issue of unlawful and obstructive parking at the historic 3 to 6 Hillside Cottages):

1. Dacorum Management Committee at its meeting on 17th August 2017 (Planning Application Ref: 4/00937/16/FUL).
2. Appeal Statement of Dacorum Borough Council submitted by Planning Case Officer Mr Martin Stickley in January 2018.
3. The Planning Inspectorate's Appeal Dismissal per Inspector Mr Robert Fallon's report dated 28th March 2018 (Appeal Ref: APP/A1910/W/17/3189814).

May we respectfully suggest that, since the contents of our earlier letters to Planning Case Officer Mr Martin Stickley on 27th June 2017 and 6th August 2018, together with the previous written submissions of other concerned parties, apply equally to this amended application, they should also be taken fully into account.

This latest proposed development is still a direct contravention of the principles of Policy CS12 of the Core Strategy and Appendix 5 of the Local Plan.

We therefore ask that the entire Application finally be refused, on the basis that it does nothing to address, and would in fact exacerbate, the already disruptive and hazardous parking chaos.

Currently the Applicant's three bedroom property, no.3 Hillside Cottages, has in curtilage purpose built vehicle hardstanding (immediately adjacent to the North Western gable) measuring approx. 8.50 metres wide which is able to accommodate up to three cars side by side.

This eminently satisfactory arrangement would be completely lost by an additional three bedroom house built in its place, with its inferior parking provision of just two spaces in tandem. (with all the hazardous manoeuvring difficulties that would present).

Meanwhile no.3 (which the applicant plans to extend) would have lost its entire parking allocation!

This amended planning application does not adequately address the substantive content of the Appeal Statement of Dacorum Borough Council (prepared and submitted by Planning Case Officer Mr Martin Stickley in January 2018) in relation to the previous failed planning application Ref: 4/00937/16/FUL.

As it still does not fulfill the essential needs of Policy: CS12 of the Core Strategy (2013) and saved Appendix 5 of the Local Plan (2004), and to accord with the credibility of the Local Planning Authority it should again be refused.

42 Pancake Lane, Hemel Hempstead, Herts, HP2 4NQ

My objections to this proposal remain the same - namely the impact on highway safety, already inadequate parking and access.

In addition to the above, a new dwelling is not in keeping with the look of the other cottages and will deter immensely from the history of the properties and indeed the village.

2 Hillside Cottages, Leverstock Green Road, Hemel Hempstead, HP3 8QB

With reference to your letter dated 31st July 2018 notifying us of another planning application on

the above site, we have inspected plans and documents as invited, and can see no substantive difference from the previous unsuccessful Application and subsequent Appeal; both of which met with universal condemnation by all respondents. It is effectively the same, and fails to address fully the fundamental reasons for both the Refusal by Dacorum Management Committee on 17th August 2017 and the Appeal Dismissal on 28th March 2018 (References: 4/00937/16/FUL and APP/A1910/W/17/3189814 respectively).

Other than a 'subtle change' to the wording of the heading, implying an innocuous... *side extension...*, which is in fact still a new ...*3-Bed Dwelling...*, and the addition of a second parking space there really is no principal difference. The same serious consequences would result.

Moreover, the parking arrangement for the new proposed house would create its own problems due to its tandem layout: when the front vehicle wishes to exit, the second vehicle would have to manoeuvre (most likely reversing) onto the public grass area and pavement, as it would be wholly impracticable and potentially extremely hazardous to attempt to use/block the busy A4147.

We consider the comments, observations and objections contained in our letter to Planning and Regeneration dated 27th June 2017 (Planning Application Ref: 4/00937/16/FUL) remain pertinent and apply equally to this latest Application.

Furthermore, the 'carport' style of the latest proposed additional dwelling is architecturally incongruous with the period character of the terrace run of early to mid 19th century cottages.

More importantly both the Appeal Statement of DBC, submitted to the Planning Inspectorate by Mr Martin Stickley in January 2018, and the Appeal Decision by The Planning Inspectorate's Inspector Mr Robert Fallon dated 28th March 2018, contain detailed and conclusive reasons which highlight the unsuitability of such a development and the unacceptable consequences it would have on its immediate location.

The following extracts from Paragraphs 9, 10, 11 and 15 of the Inspector's report, in particular, demonstrate an overwhelming case for this latest Application also to be refused:

Para 9. ...Although the development would provide off-road parking space for the proposed house, none would be provided for the existing dwelling the applicant proposes to extend. The scheme would accordingly result in a significantly lower level of off-road parking provision than required by Appendix 5...

Para 10...Furthermore, I have no evidence before me of any surveys to demonstrate that parking congestion does not exist in front of the terrace and details of where existing and future residents would park their vehicles if the scheme was allowed and additional demands were placed on the grass verge....

Para 11...On the basis of the evidence before me, I am not therefore satisfied that it has been demonstrated that the grass verge in front of the terrace does not experience parking congestion, give rise to conflict with other owners of parked cars, and be harmful to the amenities of existing and future residents...

Para 15...In view of the above, I have concluded that it has not been demonstrated; - (a) that the development would provide sufficient parking for existing and future occupiers of the existing and proposed dwellings; and (b) that it would not give rise to undue parking congestion in the area. The proposal would as a consequence be harmful to the amenities of future and neighbouring occupiers and not accord with policy CS12 of the Core Strategy and Appendix 5 of the Local Plan, which collectively seek, amongst other things to ensure that new development

provides a sufficient level of parking for new development....

Whilst writing we should also comment on some of the detail contained within the Applicant's Application:

Application for Planning Permission Form:

Box 3. States: *...two/three off road parking spaces..* whereas Drawing No 02 shows just two?

Box 10. States: Total Existing Parking: *...none...*, in fact there is off road hard standing providing parallel (side by side) parking for two vehicles in the garden to the side of no 3 Hillside Cottages, resulting from work carried out by the Applicant which commenced in November 2017.

This seemed to be an eminently sensible and helpful measure although, unfortunately, the occupants still persist in regularly parking two additional cars on the grass verge.

However it would, of course, be completely lost were this application to be approved, leaving the occupants of an enlarged/extended no 3 Hillside Cottages with absolutely no parking whatsoever!

We hope we have provided sufficient helpful information to enable Planning and Regeneration to refuse this inappropriate Application.

3a Hillside Cottages, Leverstock Green Road, Hemel Hempstead, HP3 8QB

We wish to object on the following grounds:-

1. Highway safety, inadequate parking and access.
2. Visual impact and detrimental impact upon residential amenities.

The impact of this application will be the same as the last one which was refused by not only Dacorum Borough Council but the Planning Inspectorate.

Full details of our objections have been submitted to the Planning Case Officer in a letter dated 13 August 2018.

The application would appear to be very similar to that of the last one which was refused in August 2017 which was for a two storey extension to the rear of No. 3 Hillside cottages and the addition of a 3 bed dwelling to the side of No. 3 Hillside Cottages (Ref: 4/00937/16/FUL 9). You will recall that the Dacorum Management Committee refused that application on the same site on 17 Aug 2017 and the subsequent Appeal was dismissed by the Planning Inspectorate on 28 March 2018 (Ref: APP/A1910/W/17/3189814) because of inadequate off road parking for the existing properties and that of the proposed dwelling. The impact of new proposal will be the same as the refused one of last year and fails to address the fundamental reasons for both the Management Committee's refusal and the Appeal Dismissal .

We find ourselves in the disappointing and frustrating position of having to reiterate the same objections and concerns as we did with the last application.

After carefully considering the plans we wish to make you aware of a number of very strong objections that we have to the proposed two storey side extension to create a new dwelling adjoining 3 Hillside Cottages. As both long standing residents of Leverstock Green and an immediate neighbour of the proposed development, we are of the view that the proposed development will be harmful to our amenities and will have a detrimental impact upon the wider community. Our specific objections are as follows:-

Highway safety, inadequate parking and access

Core Strategy (Adopted 2013) Policy CS12: Quality of Site Design: "On each site development should: (a) provide a safe and satisfactory means of access for all users; (b) provide sufficient parking and sufficient space for servicing;"

Dacorum Borough Local Plan 1991-2011 Parking Provision A5.16 Design and Layout: "All parking should be arranged so as not to endanger the safety of pedestrians and other road users."

We believe the proposed development is a direct contravention of these policies.

The proposed development does not provide sufficient off-road parking spaces to accommodate the additional vehicles associated with a further 3 bed dwelling adjoining the existing three properties, none of which has adequate off-road parking provision. It is important to appreciate the row of terraced cottages as a whole and acknowledge that the proposed off road parking that the application promises, will in fact occupy the current off road parking that has been provided for the existing house (3 Hillside Cottages). Therefore not only will there be no net gain in the number of parking spaces provided, but there will be a significant number of additional vehicles that the new 3 bedroom property will inevitably bring.

The Cottages are located on the busy main road through Leverstock Green (A4147). Owing to the limited off-road parking provision, the current owners of, and visitors to, the existing three cottages park their vehicles on the public grassed verges in front of the cottages and adjacent to the A4147. It is noteworthy that the current owners of No. 3 regularly have to accommodate 4 cars. Where does the applicant plan on parking these vehicles if the proposed development were to go ahead?

The current lack of adequate parking and nuisance this creates should not in our view, be aggravated by additional vehicles this development will bring. The proposed new dwelling does include off-street parking, however this does nothing to alleviate the existing parking and access difficulties and actually creates further problems. The applicant has recently created off road parking (2 spaces) in the garden to the side of no. 3 Hillside Cottages, however there are still regularly a further two vehicles relating to this property, parked on the grass verge adjacent to the A4147, as well as vehicles from the other cottages (Fig. 1 illustrates). Further, the proposed addition of a two storey side extension to create a new dwelling will be located where the off street parking for no.3 has been constructed. So despite the alleged creation of 2 off road spaces, there will, in reality still be **no** off street parking for the inhabitants of no. 3 or no. 4 Hillside Cottages.

Simply put, the row of cottages which share the site do not have sufficient off road parking to support the existing number of vehicles; adding a further dwelling, and the related vehicles this will bring, is therefore entirely inappropriate and unacceptable.

Adding further vehicles to the already heavily congested space in front of nos. 3, 4 and 5 Hillside Cottages will result in an increased danger to pedestrians, cyclists and other road users.

Parked vehicles make the task of turning onto the busy A4147 from the driveway to and from Nos. 1, 2 and 3a Hillside Cottages extremely hazardous. On occasions the only way to see if the road is clear is to nose onto the carriageway.

Insufficient parking space will adversely affect the amenity of the surrounding properties through inconsiderate and dangerous parking on grass verges and common land in front of Hillside Cottages.

We believe it is the duty of the Local Authority Planning department to refuse this application in order to prevent the intolerable situation getting any worse.

Visual impact and detrimental impact upon residential amenities

Core Strategy (Adopted 2013) Policy CS12: Quality of Site Design: "On each site development should: (f) integrate with the streetscape character; and (g) respect adjoining properties in terms of: (viii) landscaping and amenity space."

Dacorum Borough Local Plan 1991-2011 Small-scale Housing Extensions A7.2: "Extensions should harmonise with the existing house and the surrounding area in the following respects:(ii) Surrounding Area: An extension should maintain the common design characteristics of the row or street within which a house is located, with particular regard to:(b) building pattern – if a row of houses of uniform design and building line forms an attractive group in the street scene, then extensions should not detract from this group effect;"

We believe the proposed development is a direct contravention of these policies.

The existing cottages are an attractive and historic part of Leverstock Green. In our view the proposal to add a two storey side extension to create a new dwelling to the side of 3 Hillside Cottages which features a carport will not be in keeping with the existing row of 19th century cottages.

It is our view that the conditions set out in Appendix 7 (Small –scale Housing Extensions) are pertinent to this application and that the addition of a side extension with carport to the row of 19th Century cottages is in direct contravention of this policy.

The existing row of cottages comprises some of the oldest properties in the heart of Leverstock Green. Adding a further, 3 bedroom property will have a detrimental impact on the character of the village, transforming an attractive feature of three cottages into a 'barracks' of four dwellings.

The site is small and the proposed additional property would have an oppressive, overbearing and intrusive impact on the surrounding area and properties to the rear and side, with previously secluded and private properties being overlooked.

The erection of an 'L' shaped end of terrace house with carport will not harmonise with the original design and character of the existing row of cottages. Attaching a new-build dwelling to a row of cottages of historical interest will have a negative impact on the attractive street scene.

Finally, and perhaps most importantly, both the Appeal Statement of DBC, submitted to the Planning Inspectorate by Mr Martin Stickley in January 2018, and the Appeal Decision by The Planning Inspectorate's Inspector Mr Robert Fallon dated 28th March 2018, contain emphatic reasons for the unsuitability of such a development and the unacceptable impact it would have on its immediate location. I have extracted and quoted below the Appeal Decision:-

Paragraph 9 - Although the development would provide off-road parking space for the proposed house, none would be provided for the existing dwelling the applicant proposes to extend. The scheme would accordingly result in a significantly lower level of off-road parking provision than required by Appendix 5.

Paragraph 10 - The appellant has acknowledged in their appeal statement that off road parking for the terrace is insufficient and that as a consequence, a number of residents park on the grass verge. The appellant says that this results in the verge becoming 'very muddy'.....Furthermore, I have no evidence before me of any surveys to demonstrate that parking congestion does not exist in front of the terrace and details of where existing and future residents would park their vehicles if the scheme was allowed and additional demands were placed on the grass verge.

Paragraph 11 - On the basis of the evidence before me, I am not therefore satisfied that it has been demonstrated that the grass verge in front of the terrace does not experience parking congestion, give rise to conflict with other owners of parked cars, and be harmful to the amenities of existing and future residents.

Para 15 - In view of the above, I have concluded that it has not been demonstrated; - (a) that the development would provide sufficient parking for existing and future occupiers of the existing and proposed dwellings; and (b) that it would not give rise to undue parking congestion in the area. The proposal would as a consequence be harmful to the amenities of future and neighbouring occupiers and not accord with policy CS12 of the Core Strategy and Appendix 5 of the Local Plan, which collectively seek, amongst other things to ensure that new development provides a sufficient level of parking for new development.

The reasons provided above from the Appeal Decision are applicable to the current application and we do therefore hope that these, along with our other objections will be taken into consideration when deciding this application.

Comments on amended plans

The changes proposed do nothing to address the overriding issue of inadequate parking at the site of the row of cottages. Whilst the provision of two spaces to the proposed new house may appear to provide additional parking, the new house actually robs the existing house (number 3) of any off road parking; in effect 'robbing Peter to pay Paul'. The end result will be a new house with two off road parking spaces, but with NO parking provision whatsoever for numbers 3 and 4. Simply put, the site of this row of cottages cannot support the car parking demands of the existing dwellings let alone the additional cars a new dwelling will inevitably bring.

The contents of our previous letter dated 18 August 2018 (apart from references to the 'car port' design of the extension) apply equally to this amended application, and we therefore request they should also be taken fully into account when considering the above application.

52 Crossfell Road

The proposed two storey side extension to create a new dwelling is not in character with a nineteenth century cottage. Insufficient parking. A new dwelling would mean no parking provision for No3. Therefore, all cars parked on the grass verge causing concern to residents and pedestrians.

Supporting

5-6 Hillside Cottages, Leverstock Green Road, Hemel Hempstead, HP3 8QB

I live at the other end of the row of cottages to this application (only 1 door away) and I am in full support of the application. Having lived in these cottages for some time, I take great personal pride in the character of them and having reviewed the plans, I think it will be a fantastic addition and in no way detrimental. The design is considerate and perfectly in keeping, plus the provision of 2 car parking spaces (and access to the rear garden) is more than adequate. Considering I live in such close proximity, I would be impacted more than most by any potential negatives, however I can see no drawbacks and I see no reason why this application should be refused. Please take my comments as strong support of this application.

4 Hillside Cottages, Leverstock Green Road, Hemel Hempstead, HP3 8QB

As additional parking has now been added to the plans we see no reason to object and therefore support the new proposal

Leverstock House, Leverstock Green Road, Hemel Hempstead, HP3 8QL

I wish to offer my support to the recent planning application for an additional cottage on the western end of Hillside Cottages on Leverstock Green Road.

The original terrace consisted of four small cottages and the proposed development will still consist of only four cottages (due to No.5 & 6 now being one dwelling) and will retain the same elevations facing Leverstock Green Road.

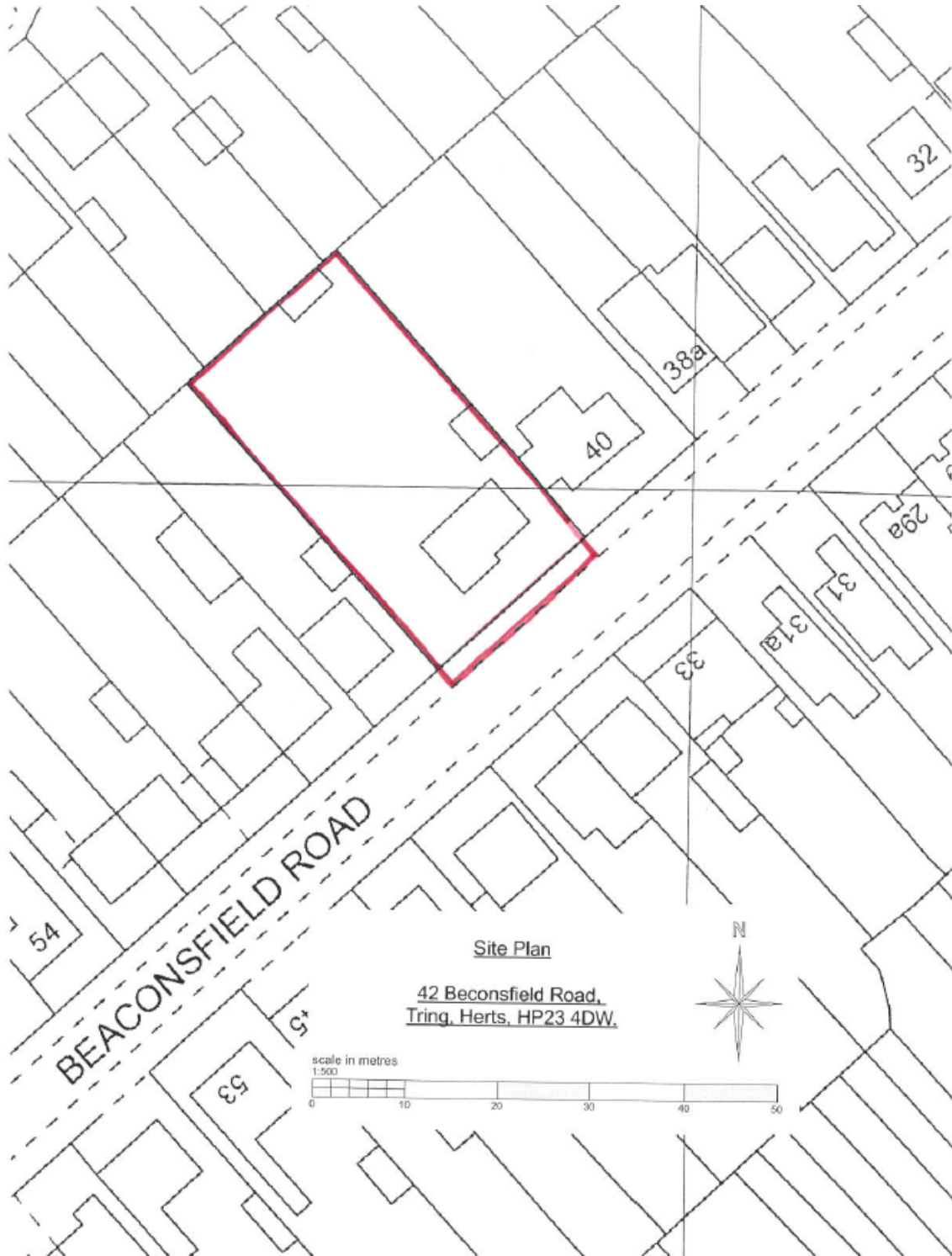
Why this application has been hindered by the planning process is a mystery to me, since the application follows all existing planning guidelines.

It would be more beneficial if the planning department concentrated more on St Albans Councils development plans for their future housing needs in the Leverstock Green hinterland, than on permitted development areas.

Agenda Item 5e

Item 5e 4/02023/18/FUL DEMOLITION OF EXISTING DWELLING.
CONSTRUCTION OF 3 NEW DWELLINGS.

42 BEACONSFIELD ROAD, TRING, HP23 4DW



Item 5e 4/02023/18/FUL DEMOLITION OF EXISTING DWELLING.
CONSTRUCTION OF 3 NEW DWELLINGS.

42 BEACONSFIELD ROAD, TRING, HP23 4DW



4/02023/18/FUL	DEMOLITION OF EXISTING DWELLING. CONSTRUCTION OF 3 NEW DWELLINGS.
Site Address	42 BEACONSFIELD ROAD, TRING, HP23 4DW
Applicant	Metro Capital Securities Ltd, Setters Barn
Case Officer	Rachel Marber
Referral to Committee	Contrary views of Tring Town Council

1. Recommendation

1.1 That planning permission be **DELEGATED WITH A VIEW TO APPROVAL** subject to a consultation response from Hertfordshire Ecology.

2. Summary

2.1 The principle of residential development in this area is considered acceptable in accordance with Policies CS1 and CS4 of the Core Strategy (2013) and Saved Policies 10 and 21 of the Local Plan (2004). The scheme is considered to be a good quality development that helps meet the need for new housing, as set out in Core Strategy Policy CS17 and the NPPF (2018). The proposed three houses would not result in significant harm to the visual amenity of the area, residential amenity of neighbouring properties or be detrimental to matters of highways safety. The scheme is therefore in accordance with the National Planning Policy Framework (2018), Policies NP1, CS1, CS4, CS8, CS10, CS11 and CS12 of the Core Strategy (2013), Saved Policies 10, 18, 21, 57, 58, 99, 100, and Appendices 3 and 5 of the Local Plan (2004), Dacorum Urban Design Assessment (2010) and the Miswell Lane (TCA2) Character Area Appraisal (2004).

3. Site Description

3.1 The application site is situated on the north-west side of Beaconsfield Road and comprises a detached two storey dwellinghouse situated on a generous plot. The application site falls within the Miswell Lane (TCA2) character area. The immediate street scene predominately comprises detached and semi-detached two storey dwellings, with the occasional bungalow, of varied size, height and architectural style with a strong linear build line.

4. Proposal

4.1 The application seek permission to demolish the existing dwelling and construct three new dwellings comprising one detached and two semi-detached properties.

4.2 Each property would comprise four bedrooms with associated crossovers and off street parking serving each, providing provision for two domestic cars.

5. Relevant History

No Relevant History

6. Policies

6.1 National Policy Guidance (2018)

National Planning Policy Framework (NPPF)
National Planning Policy Guidance (NPPG)

6.2 Adopted Core Strategy – (2013)

NP1 - Supporting Development
CS1 - Distribution of Development
CS4 - The Towns and Large Villages
CS8 - Sustainable Transport
CS10 - Quality of settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS17 – New Housing

6.3 Saved Policies of the Dacorum Borough Local Plan (2004)

Policy 10 - Optimising the Use of Urban Land
Policy 18 - The Size of New Dwellings
Policy 21 - Density of Residential Development
Policy 57 - Provision and Management of Parking
Policy 58 - Private Parking Provision
Policy 99 – Preservation of Trees, Hedgerows and Woodlands
Policy 100 – Tree and Woodland Planting
Appendix 3- Layout and Design of Residential Areas
Appendix 5- Parking Provision

Supplementary Planning Guidance / Documents

Area Based Policies (May 2004) - Residential Character Area (TCA2 Miswell Lane)
Accessibility Zones for the Application of Car Parking Standards (July 2002)
Dacorum Urban Design Assessment – Tring (2010)

7. Constraints

Residential area of Tring

8. Representations

Consultation responses

8.1 These are reproduced in full at Appendix A

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix B

9. Considerations

Main issues

9.1 The main issues to consider are:

- Principle of Development
- Impact on Street Scene
- Impact on Residential Amenity
- Impact on Highway Safety
- Impact on Trees and Landscaping
- Presumption in Favour of Sustainable Development
- Consultation Response
- Community Infrastructure Levy

Principle of Development

9.2 The application site is a windfall site located within the residential town of Tring. As such, the infrastructure in the immediate area has been developed to provide good transport links for existing residents. There are also services and facilities available within close proximity of the site.

Core Strategy (2013) Policy CS1 states that Hemel Hempstead will be the focus for homes and Policy CS4 states that appropriate residential development within residential areas in the Towns and Large Villages is encouraged.

Furthermore, the National Planning Policy Framework (NPPF) encourages the provision of more housing within towns and other specified settlements and the effective use of land by reusing land that has been previously developed. Saved Policy 10 of the Local Plan (2004) also seeks to optimise the use of available land within urban areas.

Taking all of the above into account, the proposal would make a valuable contribution to the Borough's existing housing stock (in accordance with Policy CS17) and complies with the Council's settlement strategy. As such, given that the development would be located in a sustainable location the principle of development is acceptable in accordance with Policies, CS1, CS4, CS17, of the Core Strategy, Saved Policy 10 of the Local Plan (2004) and NPPF (2018).

Impact on Street Scene

Paragraph 127 of the NPPF (2018) states that, decisions should ensure that developments are visually attractive as a result of good architecture, are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

In addition, paragraph 130 of the NPPF states that *'permission should be refused for developments of poor design that fail to take opportunity available for improving the character and quality of an area and the way it functions.'*

Core Strategy (2013), Policies CS10, CS11 and CS12 highlight the importance of high quality

sustainable design in improving the character and quality of an area; seeking to ensure that developments are in keeping with the surrounding area in terms of size, mass, height and appearance. This guidance is reiterated in the Saved Local Plan (2004) Policies of 10, 18, 21 and Appendix 3.

The Area Character Appraisal for TCA2 Miswell Lane describes the character of the area as a conventionally laid out mixed development of all ages, but predominantly from the first half of the twentieth century. In general, dwellings front onto the road with gardens front and rear, giving a degree of spaciousness to street scenes. Strong building lines give perspective views along roads. Spacing varies, but generally does not fall below the medium range (2m to 5m). The development principles for the area identify a variety of dwelling types being acceptable, but should relate well in terms of the type, design, scale, bulk and layout of nearby and adjacent development.

The application site is located within the peripheral zone in accordance with the Tring Urban Design Assessment (2010) where quality low-rise, low to medium density housing that acts as a transition between the countryside and the town should be provided.

The application seeks to demolish the existing dwelling which is a large detached dwelling and construct three dwellings; one detached and two semi-detached. Although, the existing dwelling is attractive and adds to the variety of built form within the immediate street scene it is not of particular architectural merit or historic importance to warrant protection against its removal.

The proposed dwellings would maintain the strong linear front build line of the street scene. The proposal would also maintain a 1 metre separation distance between dwellings and site boundaries which would maintain to some extent the open verdant character aspect the immediate area. It is important to note that there are many other examples of recent infilling on Beaconsfield Road where the separation distances between properties is less. Immediate examples of this include 29-31a Beaconsfield Road (app ref: 4/01818/11/FUL and 4/0953/94/FUL) and 38-38a Beaconsfield Road app (ref: 4/00457/11/FUL).

Due to the varied size, form and nature of properties within the immediate street it is not considered that the replacement of a large detached dwelling with two smaller semi-detached properties and one detached property would appear deleterious within the street scape. The assortment of architectural design within the immediate area has been reflected within the design of the semi-detached and detached property, in which the materiality differs between the proposed units. The proposed external materials of the proposed units would comprise facing brickwork and render walls with slate roof tiles, in accordance with the Urban Design Assessment (2010). Furthermore, the proposed dwellings would reflect the traditional design, height and pitched roof form of immediately adjacent properties. The proposed dwellings would retain sections of the low brickwork wall prevalent as a front boundary treatment within the immediate area. As such, the proposal would retain the street scape character of Beaconsfield Road.

The proposed scheme has a density of 41.67 dph which is slightly higher than the 25 dwellings/ha outlined within the development principles for TCA2 and 28-29 dwellings/ha outlined within the Tring Urban Design Assessment. Nevertheless, both national and local policy seek to maximise the optimum quantum of development on site. This is highlighted within Saved Policy 10 of the Local Plan (2004) which requires optimum use of the land available and Saved Policy 21 of the Local Plan (2004) which states that densities will generally be expected to be

in the range of 30 to 50 dwellings per hectare net. Policy CS10 of the Core Strategy (2013) outlines that new development should promote higher densities in and around town centres and local centres. National planning policy also seeks effective use of land in meeting the need for homes which planning policies and decisions avoiding homes being built at low densities and ensure developments make optimal use of the potential of each site.

In sum, the placement, scale and design of the proposed dwellings would appear in character and keeping with the surrounding dwellings and street scene; in compliance with Policies CS10, CS11 and CS12 of the Core Strategy (2013) and Saved Policies 10, 18 and 21 and Appendix 3 of the Local Plan (2004), the NPPF (2018), the TCA2 Miswell Lane Area Character Appraisal (2004) and Tring Urban Design Assessment (2010).

Effect on Neighbours

The NPPF (2018) outlines the importance of planning in securing high standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013), seek to ensure that new development does not result in detrimental impact to neighbouring properties and their amenity space. Thus, the proposed should be designed to reduce any impact on neighbouring properties by way of visual intrusion, loss of light and privacy.

The proposed dwellings would not breach the 45 degree line as drawn from the first floor front or rear habitable windows of properties Nos.44 and 40 Beaconsfield Road. This indicates that the proposed development would not impact upon the outlook or daylight serving neighbouring residents.

The proposed dwellings would be located at least 40 metres away from Nos 33-39 Beaconsfield Road, to the immediate rear of the site. This accords with the 23 metres minimum rear-to-rear separation distance standard outlined within Saved Appendix 3 of the Local Plan (2004).

The flank elevation windows serving the hallways of the dwellings proposed would be obscure glazed by way of recommended condition. No other windows are position to result in significantly further loss of privacy to neighbouring residents.

Turning to the living conditions the proposal would afford future residents. Saved Appendix 3 of the Local Plan (2004) states that garden depths equal to adjoining properties would be acceptable with a functional proposed width, shape and size that is compatible with surrounding area. Saved Appendix 3 expands this further outlining that a dwellinghouse should be provided with a minimum 11.5 metre deep garden space; with a larger garden depth provided for family homes. The proposed dwellings would have a garden size of at least 22 metres deep which is therefore more than sufficient to meet this external amenity standard.

Thus, the proposal is considered acceptable in terms of residential amenity.

Impact on Highways Safety and Parking Provision

Policy CS12 of the Core Strategy (2013) seeks to ensure developments have sufficient parking provision. Paragraph 105 of the NPPF (2018) states that if setting local parking standards

authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport; local car ownership levels and adequate provision of spaces for ultra-low emission vehicles. Policies CS8 of the Core Strategy (2013) and Saved Policies 57, 58 and Appendix 5 of the Local Plan (2004) promote an assessment based upon maximum parking standards.

The three proposed dwelling would each have four bedrooms requiring 9 off street parking spaces. Each dwelling would have off street parking provision for at least two domestic cars which would result in a shortfall of one off street parking space per dwelling. Nonetheless, DBC parking standards outlined maximum provision only which the NPPF (2018) states should only be applied where there is clear and compelling justification that they are necessary for managing the local road network. Moreover, the application site is located in a relatively sustainable area located a three-minute walk away from a bus stop servicing three bus routes (387, 389 and 397). A Parking Statement has been submitted alongside the planning application to justify this shortfall in parking provision against maximum standards.

Hertfordshire County Council Highways were consulted on the proposed planning application and provided the following summative comments:

- The highway network in the vicinity of the site does not have a significant accident record or road capacity issues.
- The additional traffic from the development is unlikely have any material impact on the capacity of the local road network. Vehicular Access and parking.

Therefore, the proposed development is unlikely to result in significant impact to the safety and operation of adjacent highway. Thus, the proposal meets the requirements of Policies CS8 and CS12 of the Core Strategy (2013), the NPPF (2018) and Policies 57 and 58 and Saved Appendix 5 of the Local Plan (2004).

Impact on Trees and Landscaping

Saved Policies 99 and 100 of the Dacorum Local Plan (2004) and Policy CS12 of the Core Strategy (2013) seek to ensure that retained trees are protected during development and that new planting is a suitable replacement for any removed trees.

The proposed scheme has the potential to provide soft and hard landscaping on site. The appearance of the development would be softened through the provision of front landscaping in the form of flower beds and low level front boundary treatment which would provide a defining edge to the proposal. The rear of the site would be split between soft landscaping and concrete slab patio. Some existing trees to the rear garden would need to be removed as part of the proposal, these are not covered by TPO or of high aesthetic value. Trees to the very rear of the site would be retained as part of the proposed development. A condition requesting elevation details of the bin stores and rear outbuildings has been attached to the grant recommendation. In short, it is considered that the proposed landscaping detail and mix of hard and soft materials would be sufficient to secure a high quality development.

Presumption in Favour of Sustainable Development

Paragraph 11 of the NPPF (2018) states that a presumption in favour of sustainable development should be applied when the relevant development plan policies are out-of-date and therefore the Borough does not have a 5-year land supply. Annex 1, paragraph 213 of the NPPF states that existing policies should not be considered to be out-of-date simply because they were adopted or made prior to the publication of the Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). It is considered that although the Core Strategy and Saved Local Plan are older than 5 years their policies remain consistent with the NPPF and therefore the presumption in favour of sustainable development does not apply in this instance.

Consultation Response

Several concerns were received as a result of the application. The main concerns are addressed below:

Three houses would be out of character within the street scene- The varied character of the street scene and appearance of the proposed dwellings has been assessed within the impact on street scene amenity section above.

Demolition of existing house- The existing house is not of particular architectural merit or of historic importance and therefore there is no policy protection against its demolition.

Overdevelopment- Overdevelopment is assessed in terms of the impact of the proposed works on external amenity provision, build form ratio to open space and number of car parking spaces. Parking provision would fall marginally short by one parking space shy of maximum standard. Further, sufficient external amenity provision, in accordance with Saved Appendix 3 of the Local Plan (2004) would be ensured in addition to separation distance between properties within the street scene.

LA5 development of 200+ homes- The LA5 development (app ref: 4/00958/18/MFA) is currently still pending consideration and has not been given planning consent. The Borough needs more homes in order to meet the government's new housing target, an important aspect of meeting this figure is from windfall sites such as this application, and not solely through provision from the allocated sites such as LA5.

Overshadowing and privacy to neighbouring residents

Increasing car parking requirements and traffic- The impact of the proposed development on highway safety and operation and assessment of parking provision has been outlined within the impact on highways safety and parking provision section above. Hertfordshire Highways have raised no objection to the proposal. A further three dwellings are not going to result in significant intensification of parking and highway impact if the LA5 scheme is considered acceptable from a highways perspective.

Community Infrastructure Levy

Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on the 1st July 2015. This application is CIL Liable.

10. Conclusion

10.1 The principle of residential development in this area is considered acceptable in accordance with Policies CS1 and CS4 of the Core Strategy (2013) and Saved Policies 10 and 21 of the Local Plan (2004). The scheme is considered to be a good quality development that helps meet the need for new housing, as set out in Core Strategy Policy CS17 and the NPPF (2018). The proposed three houses would not result in significant harm to the visual amenity of the area, residential amenity of neighbouring properties or be detrimental to matters of highways safety. The scheme is therefore in accordance with the National Planning Policy Framework (2018), Policies NP1, CS1, CS4, CS8, CS10, CS11 and CS12 of the Core Strategy (2013), Saved Policies 10, 18, 21, 57, 58, 99, 100, and Appendices 3 and 5 of the Local Plan (2004), Dacorum Urban Design Assessment (2010) and the Miswell Lane (TCA2) Character Area Appraisal (2004).

11. RECOMMENDATION – That planning permission be **DELEGATED TO THE GROUP MANAGER, DEVELOPMENT MANAGEMENT AND PLANNING WITH A VIEW TO APPROVAL** for the reasons referred to above and subject to the following conditions:

Conditions

No	Condition
1	<p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>FP18752/100 FP18752/101A FP18752/02A FP18752/03 FP18752/04A Planning Statement August 2018 Addendum Parking Statement October 2018</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>
3	<p>Prior to occupation of the development hereby permitted detailed elevation plans of the bin stores and rear outbuildings shown on plan ref: FP18752/101A shall have been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure satisfactory appearance to the development; in accordance with Policy CS12 of the Core Strategy (2013).</p>
4	<p>The hallway windows at first and second floor level in the side elevations of the dwellings hereby permitted shall be permanently fitted with obscured glass.</p> <p>Reason: In the interests of the residential amenities of the occupants of the adjacent dwellings; in accordance with Policy CS12 of the Core Strategy (2013).</p>
5	<p>Prior to first occupation a 2mx2m pedestrian visibility sight splay, free from obstruction between a height of 600mm and 2.0m and relative to the back of the footway shall be provided on both sides of vehicular access and maintained for the lifetime of the development.</p>

Reason: To ensure a satisfactory standard of the development in the interest of highway safety; in accordance with Policy CS8 of the Core Strategy (2013).

Highway Informatives:

Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence.

Further information is available via the website

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

Ecology Informative

Bats and their roosts remain protected at all times under National and European law. If bats or evidence for them is discovered during the course of development works, work must stop immediately and advice sought on how to proceed lawfully from Natural England (tel: 0300 060 3900) or a licensed bat consultant.

Article 35 Statement

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

Appendix 1

Consultation responses

Comments received from consultees:

Tring Town Council

Objection

The council recommended refusal on the following grounds: unnecessary development, replacing a fine, family home set in mature gardens: overdevelopment of location and out of character with street scene.

HCC Highways

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

Condition 1:

A 2mx2m pedestrian visibility sight splay, free from obstruction between a height of 600mm and 2.0m and relative to the back of the footway shall be provided on both sides of vehicular access prior to the operational use and thereafter.

Reason: To ensure a satisfactory standard of the development in the interest of highway safety

Condition 2:

Before being brought in to use the new parking areas hereby approved shall be surfaced in permeable block paving to ensure that surface water from the site does not discharge in to highway.

Reason: In the interest of highway safety.

Advisory Note.

Informative: I recommend inclusion of the following advisory note to ensure that any works within the highway are to be carried out in accordance with the provisions of the highway Act 1980.

New or amended crossover – construction standards

AN1) Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

Storage of materials

AN2) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

Obstruction of the highway

AN3) Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

Mud on highway

AN4) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

Planning Application:

The application is for demolition of existing dwelling and replacement with 3 No dwellings. One detached and two semi-detached properties.

Site and surrounding:

The application site presently comprises a detached dwelling set in a wide plot on the north side of Beaconsfield Road, in Tring West. The site is 42 Beaconsfield Road. The local area is predominately two storey dwellings with the occasional bungalow, semi and detached properties.

Local Road Network

The access to the site is from Beaconsfield Road which is 522m long unclassified local access road. There are no on-street parking restrictions and most properties are with on-site parking provision. There is footpath on either side of the road with grass verge between foot path and carriageway.

Accessibility

The site is not in a highly sustainable location but it is surrounded by residential properties.

Capacity and Safety

The highway network in the vicinity of the site does not have a significant accident record or road capacity issues. The additional traffic from the development is unlikely have any material impact on the capacity of the local road network. Vehicular Access and parking

The existing parking is 3 spaces and the applicant proposal is to provide 6 parking spaces. Each of the dwellings would benefit from off street car parking located to the front accessed via Beaconsfield Road. No details are provided on the vehicle crossover and the applicant should make an online application for vehicle crossover as specified in advisory note 1. Applicant proposal is to provide permeable block paving to make sure water is not discharged on to public highway.

Appendix 2

Neighbour notification/site notice responses

Objections

Address	Comments
37 BEACONSFIELD ROAD, TRING, HP23 4DW	<p>Beaconsfield Road is one of the most mature roads in Tring starting with Victorian houses and ending with more moderns 70's 80's builds. The road has undergone extensive re developments and extensions which have impacted the ability to park on the road and navigate down the road passed parked cars. An addition of a further x3 5 bedroom houses in the space currently occupied by one large family home would have a negative impact on the road increasing car parking requirements and traffic to an unacceptable level.</p> <p>The road will be impacted already with the construction of the 240 Cala Homes – although there is no vehicular access, undoubtedly the road will be used to park cars from this development.</p> <p>There is a distinct shortage in Tring of houses the size of the property currently on the plot and in the location. If this house was to be demolished it would have a negative impact in the demand of that size house in Tring which impacts further down the chain on first time buyers and people who wish to purchase houses of this size.</p> <p>The existing house dates from the 1930's and sits between x2 houses built in the same era. The proposed design does not fit with the design of the surrounding houses.</p> <p>Approval of this application would result in over intensification of the land</p> <p>Approval of this application will not benefit the residents, people of Tring or the council. This application is being proposed purely to make a large profit and for no other benefit</p>
48 BEACONSFIELD ROAD, TRING, HP23 4DW	<p>My husband and I strongly object to the proposed building application for 42 Beaconsfield Road. Why does a perfectly good house, which could be sold as a large family house have to be knocked down and replaced by three new houses, which will be out of character with the street. We have already had quite a few new houses built along the road where the original houses stood. More new houses will be detrimental to the integrity of the road. We are soon to be subjected to a large</p>

	<p>building development at the end of the road by Cala Homes which will provide more than enough new houses at this end of the town, so it is inappropriate to subject us to the disruption of houses being built on our doorstep. We realise that the house is probably in need of modernisation but to us that is much more agreeable than the house being demolished and replaced by three houses.</p> <p>I trust you will take our comments into consideration and for the application to be denied.</p> <p>Kind regards Susan McHugh</p>
<p>35 BEACONSFIELD ROAD, TRING, HP23 4DW</p>	<p>I would like to add comments about the planning application ref 4/02023/18/FUL</p> <p>I am concerned about the size of the properties, proposed three four bedroom houses, in a relatively small area and the increased density of buildings adversely affecting the area around the site. In addition there would be a negative impact upon the level of parking available, potentially causing an impact upon the road and passing traffic and restrictions on loading or turning.</p> <p>As a result I would like to express my objections to the proposed development</p>
<p>31A BEACONSFIELD ROAD, TRING, HP23 4DP</p>	<p>We object to this planning application on the basis that it is excessive development of an already overdeveloped road. There is a huge housing development already proposed at the end of the road which will provide plenty of new housing in this part of Tring. There has been significant building on Beaconsfield Road, frequently where an older large house is replaced by two or more smaller properties thus increasing the housing density and putting strain on the already limited parking on the road. Even though each house in this application is provided with two parking spaces, at their position in the road this is insufficient. Most households have two cars, often more and there are visitors to also consider. I have taken photographs of the road in this area today and they show the level of congestion on a typical day. This is before considering the increased parking that will occur on the road once the Cala development is built. I will forward these photographs to the case officer and I hope they will be considered with my comments.</p> <p>I know a lot of my neighbours share my concerns and I hope our comments will be taken into consideration and this application refused. thank you</p>
<p>39 BEACONSFIELD ROAD, TRING, HP23 4DW</p>	<p>We object to this application. Whilst the current property occupies a fairly large plot, we consider that the construction of three houses on the plot will result in significant over-development which will be out of character with the street. The properties on Beaconsfield Road are not crammed together but enjoy a reasonable amount of space between them which typically provides space for a garage and/or parking. The</p>

	<p>space between properties allows a view to the trees in the gardens of properties on Highfield Road and that contributes to the mature and airy character of the road. The significant housing development already proposed at the end of the road will provide plenty of new housing in this part of Tring. There has been significant building on Beaconsfield Road which has already increased the housing density and has out strain on the already limited parking on the road. Even though each house in this application is provided with two parking spaces, the occupants of the proposed four bedroom properties may have more than two cars and there are also visitors to consider. Given that the entire frontage of the properties is given over to parking, any visitors to the properties will have to park outside the neighbouring properties which will increase congestion and may put children at risk due to poor visibility. We agree with the observation that the existing house dates from the 1930's and sits between two houses built in the same era. The proposed design does not fit with the design of the surrounding houses.</p>
32 BEACONSFIELD ROAD,TRING,,,HP23 4DW	<p>I wish to log an objection to the application for planning, case number - 4/02023/18/ful</p> <p>My objection is under the grounds of requirement, given a future development of dwellings close by -4/00958/18/MFA HYBRID PLANNING APPLICATION FOR 226 DWELLINGS. I question the requirement to demolish an existing residential dwelling, with history and character in order to build 3 further residential dwellings, given that there are a proposed 226 dwellings planned so close by?</p> <p>Beaconsfield Road already has parking issues, with many cars parking on the kerbside. Whilst I accept there is planning for 2 spaces per dwelling (min requirement), in reality this will simply add to the already congested issue of parking because of additional cars accessing the road.</p> <p>Please consider this objection and the feelings of families living on Beaconsfield Road. Please consider this objection</p>
46 BEACONSFIELD ROAD,TRING,,,HP23 4DW	<p>At present the road is very congested with very little space for parking . The majority of cars have to park on the grass verges making the roads narrow and the paths made smaller . More building will just cause more problems for residents and people visiting. Please reconsider your planning application</p>
34 BEACONSFIELD ROAD,TRING,,,HP23 4DW	<p>Beaconsfield Rd has experienced a lot of development in recent years, some of which has not been in keeping with the character of the road,which is predominantly properties built in the 1930's through to the 1960's, crowding two properties onto a site where previously only one house stood. This has led to an increase in traffic and parked cars. The proposed development of number 42, with three houses, allowing for two cars per house will add significantly to an increase in parked cars. In all likelihood where four bedroom family houses exist, the number of cars per house may be three or even four. This compromises the quality of the neighbourhood, through parking difficulties, pollution and road safety. Given the importance the council must place upon pollution and</p>

	<p>safety I would encourage this development to be reconsidered, and suggest a two house development would be more suitable. Whatever the decision I would ask that due consideration is given to the style of property and the height and that it is in keeping with the character of the road, and that at least one vehicle per house can be parked properly off road, as is the case with the development of number 29. As it is most cars are parked on the pavement.</p>
<p>38 BEACONSFIELD ROAD, TRING,,,HP23 4DW</p>	<p>One of the reasons we love Beaconsfield road is due to its character. It has spacious houses that span many different eras, most of which have lovely soft furnishings in front of them. The only issue with the road is the modern problem of too many cars and insufficient parking. There is no guarantee that each property will only have two cars, or that the two cars can actually fit in the space available!</p> <p>Unfortunately with developers coming into the road, knocking down old houses and replacing them with 2 or 3 houses, is that the everything becomes more uniform and plain. 42 Beaconsfield Rd is a beautiful old house which stands on a large plot. We think it is very sad that a Tring family are not having the opportunity to live in this lovely old house. There is no reason for it to be demolished other than economic gain for the developers.</p> <p>Our main reason for objecting however is that we feel the 3 houses is too dense for the plot size. With the threat of 200 plus houses being built at the end of the road in the near future, and the addition of houses being built in Longfield road and Miswell Park, there can't be a shortage of houses in Tring - unless that is big family houses!</p> <p>In addition, with an increase in families to 3 on that plot, there will be an increase in car traffic as well as an increase in cars. The road is already overrun with cars. Though we are not meant to have a road cut-through to this new development, there invariably will be people parking on Beaconsfield road further exacerbating the problem.</p> <p>There is no benefit to these 3 houses being built and due to our above reasons, we think it will in fact be a negative for our road and change the complexion of it completely. One has to only come walk down this and neighbouring roads to see the way in which this modernisation is changing the complexion of the neighbourhood.</p>
<p>THE MARKET HOUSE, 61 HIGH STREET, TRING,,HP23 4AB</p>	<p>The council recommended refusal on the following grounds: unnecessary development, replacing a fine, family home set in mature gardens: overdevelopment of location and out of character with street scene</p>
<p>40 Beaconsfield Road,,,,</p>	<p>The demolition of yet another old and good sized, character property in one of Tring's more varied residential roads seems short sighted.</p> <p>Several of the larger plots in this road have already been</p>

	<p>developed, and the biggest impact has been traffic and parking. Furthermore, as it stands the current property is an attractive proposition to families that need a larger family house and big garden.</p> <p>The house might appear to need repair or updating, however once it has been demolished it's another established property gone, purely for developer and agent profit.</p> <p>We understand that affordable family housing is needed in Tring, but these infill developments seem greedy and unnecessary.</p> <p>Cala are developing 200+ homes at the end of Beaconsfield Road which has been calculated to accommodate the incoming population.</p> <p>As residents of Beaconsfield Road we would appreciate your consideration of these points.</p>
40 Beaconsfield Road,,,	<p>The demolition of yet another old and good sized, character property in one of Tring's more varied residential roads seems short sighted.</p> <p>Several of the larger plots in this road have already been developed, and the biggest impact has been traffic and parking. Furthermore, as it stands the current property is an attractive proposition to families that need a larger family house and big garden.</p> <p>The house might appear to need repair or updating, however once it has been demolished it's another established property gone, purely for developer and agent profit.</p> <p>We understand that affordable family housing is needed in Tring, but these infill developments seem greedy and unnecessary.</p> <p>Cala are developing 200+ homes at the end of Beaconsfield Road which has been calculated to accommodate the incoming population.</p> <p>As residents of Beaconsfield Road we would appreciate your consideration of these points.</p> <p>Further Comments</p> <p>I wondered if you might have the time to look at the above planning proposal.</p> <p>We've noticed that the front elevations on the developer's proposed drawings have been presented with incorrect images of neighbouring property.</p> <p>This is a concern to us, as the plans presented to the public are not a true representation of the street view/ front aspect proposed.</p> <p>I will forward above mentioned drawings and photographs</p>

	<p>today for your immediate attention. We have been informed by the owners of 42 Beaconsfield Road that planning has already been granted but I'm not sure this can be the case as we've not seen approval on your site. More concerning is that the information presented on the Dacorum website is incorrect and misleading and a decision can't be made on this basis. Would you kindly amend the details and and review accordingly?</p> <p>Please note that the house on the right, No 40, is not as illustrated on this elevation proposal. I've checked out the angles of the proposed new builds and they are greatly affecting light, overshadowing and privacy to the neighbouring properties which flank the plot. Furthermore, the properties appear to have mock Tudor facias which are incongruous with the current variety of properties in the road. There is nothing 15th/16th Century in Beaconsfield Rd, only late Victorian to contemporary builds. In view of the photographs (in additional email) that I've sent, three houses will be squeezed in to a plot that aesthetically and practically, could only facilitate two, four bedroomed dwellings to remain in keeping with the road.</p>
40 BEACONSFIELD ROAD, TRING,, HP23 4DW	<p>Will all relevant parties / households be notified of the planning amendments as of 11th October and be given adequate time to re-evaluate and comment? I trust letters with the changes and revised 'important dates' will be sent to neighbouring properties and added to the application.</p>

Supporting

Address	Comments
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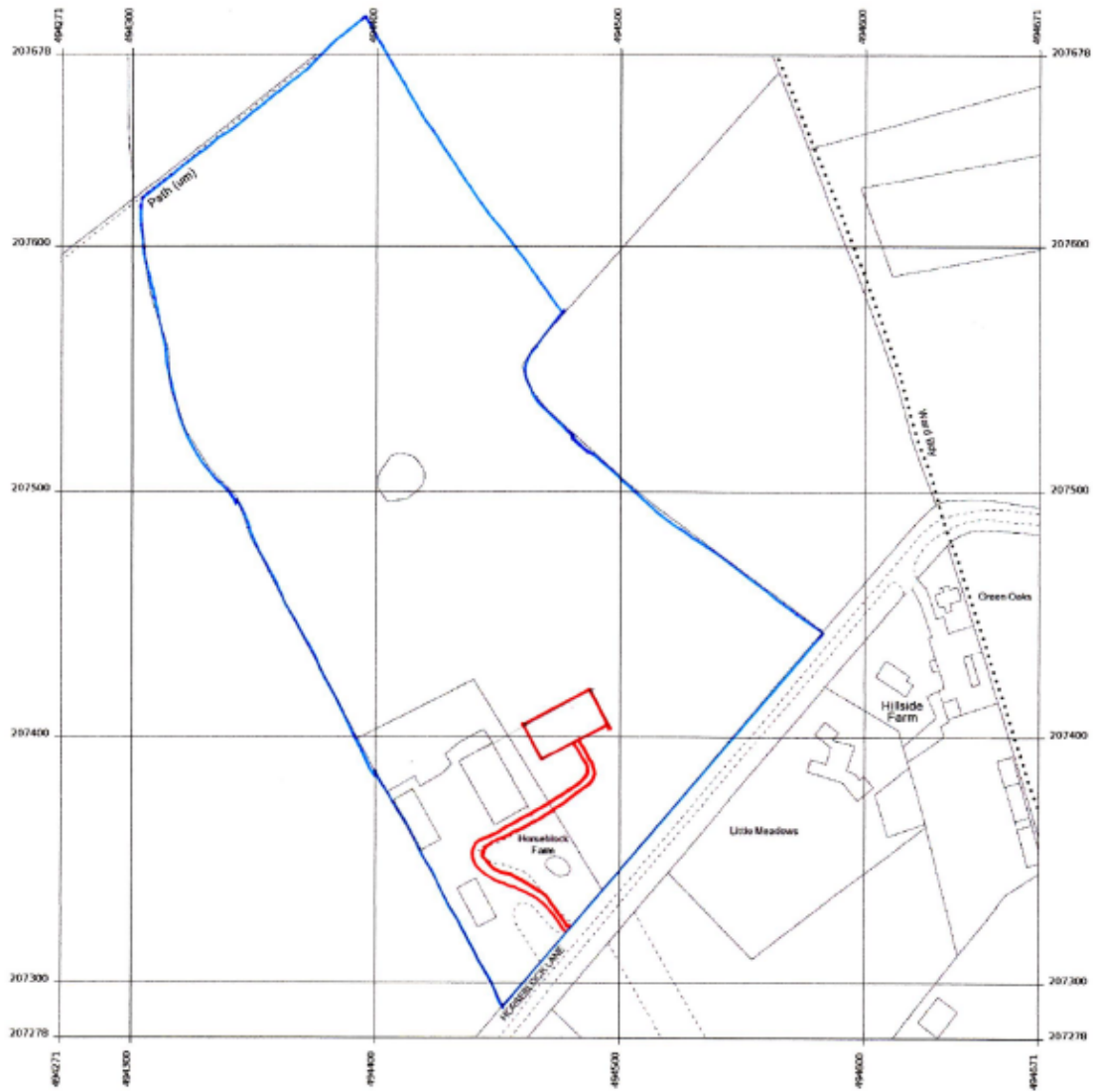
None.

Commenting

Address	Comments
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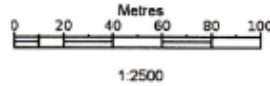
None.

Item 5f 4/02120/18/FUL CONSTRUCTION OF AGRICULTURAL LIVESTOCK BUILDING
HORSEBLOCK FARM, HEATH END, BERKHAMSTED, HP4 3UF



Produced 21 Oct 2018 from the Ordnance Survey MasterMap (Topography) Database and incorporating surveyed revision available at this date.

The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a boundary.



Horseblock Farm, Heath End,
Berkhamsted
HP4 3UF

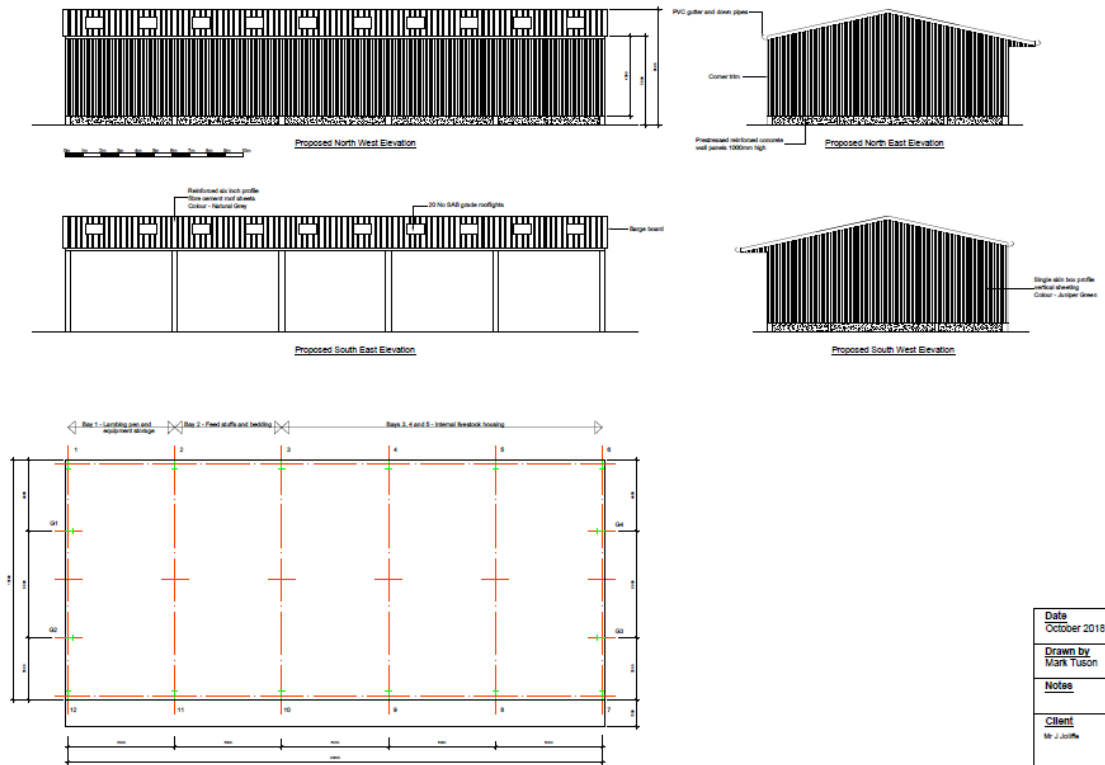
Supplied by: Stanfords 21 Oct 2018

Item 5f
BUILDING

4/02120/18/FUL

CONSTRUCTION OF AGRICULTURAL LIVESTOCK

HORSEBLOCK FARM, HEATH END, BERKHAMSTED, HP4 3UF



Date	October 2018
Drawn by	Mark Tuson
Notes	
Client	Mr J. Joffe
MT Pla	
For all y	
0750 88	
REVISION - A	

4/02120/18/FUL	CONSTRUCTION OF AGRICULTURAL LIVESTOCK BUILDING
Site Address	HORSEBLOCK FARM, HEATH END, BERKHAMSTED, HP4 3UF
Applicant	Mr J Joliffe, Horseblock Farm
Case Officer	Rachel Marber
Referral to Committee	Contrary View of Tring Town Council

1. Recommendation

1.1 That planning permission be **delegated with a view to approval subject to consultation responses from Hertfordshire Highways and Rights of Way Officer**

2. Summary

2.1 The proposal is for a new agricultural building for the keeping of livestock which would help facilitate the farming of the 6 hectares of farm land which is contained within the application site and additional farmland which the applicant tenants. Supporting the rural economy and farming in particular is strongly encouraged within both local and national policy and therefore the provision of this additional structure accords with Policy CS5 of the Core Strategy (2013) Saved Policy 109 of the Local Plan (2004) and NPPF (2018).

2.2 Furthermore, the proposed structure would not result in significant harm to the visual amenity of the area, Chilterns Area of Outstanding Natural Beauty, residential amenity of neighbouring properties or be detrimental to matters of highways safety. The scheme therefore also accords with Policies CS8, CS11, CS12 and CS24 of the Core Strategy (2013) and Saved Policies 58, 97 and Appendices 3 and 5 of the Local Plan (2004).

3. Site Description

3.1 The application site comprises of 6 hectares of farm land to the sloping site on the north side of Horseblock Lane. Four existing agricultural buildings are grouped close to the site entrance. These buildings are used for the storage of equipment and machinery as well as staff accommodation. The site is located within the Metropolitan Green Belt, Article 4 Direction and Chilterns Area of Outstanding Natural Beauty.

4. Proposal

4.1 The application seeks permission to construct one new agricultural building to be used as a shelter for the lambing of sheep, sheep storage and veterinary site visits.

5. Relevant History

4/02375/17/AGD AGRICULTURAL STORAGE BUILDING

Prior approval not required

11/10/2017

4/00003/12/AGD STORAGE BUILDING

Prior approval not required

11/04/2012

6. Policies

6.1 National Policy Guidance (2018)

National Planning Policy Framework (NPPF)
National Planning Policy Guidance (NPPG)

6.2 Adopted Core Strategy – (2013)

NP1 – Supporting Development
CS5 - Green Belt
CS8 - Sustainable Transport
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS24- The Chilterns Area of Outstanding Natural Beauty

6.3 Saved Policies of the Dacorum Borough Local Plan (2004)

Policy 58 - Private Parking Provision
Policy 97 - Chilterns Area of Outstanding Natural Beauty
Policy 109 – Farm Diversification
Appendix 3- Layout and Design of Residential Areas
Appendix 5- Parking Provision

6.4 Supplementary Planning Guidance / Documents

Chilterns AONB Buildings Design Guide (2013)

7. Constraints

- The Green Belt
- Chilterns Area of Outstanding Natural Beauty
- Special Control for Advertisement
- Article 4 Direction

8. Representations

Consultation responses

8.1 These are reproduced in full at Appendix A

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix B

9. Considerations

Main issues

9.1 The main issues to consider are:

- Principle of Development in the Green Belt
- Impact on Street Scene and Chilterns Area of Outstanding Natural Beauty
- Effect on Neighbours
- Impact on Highway Safety
- Consultation Response
- Community Infrastructure Levy

Principle of Development within the Green Belt

9.2 The application site is located within the Metropolitan Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are openness and permanence. There is the presumption against inappropriate development in the Green Belt, as advised by The National Planning Policy Framework (2018). Inappropriate development is, by definition, harmful to the Green Belt unless a case of special circumstances can be demonstrated which would outweigh this harm.

9.3 Therefore, the main issues to consider in terms of Green Belt policy are the appropriateness of the development, effect on the purpose of including land in the Green Belt, effect on the openness of the Green Belt and the impact on the visual amenity of the Green Belt. If the development is inappropriate development a case of very special circumstances would need to be put forward to justify its approval.

Appropriateness

9.4 The site lies within the identified Green Belt, where the Green Belt Strategy is set out in the NPPF (Section 13: Protecting Green Belt Land). Therefore, the most relevant paragraph of the NPPF in regards to Green Belt land is Paragraph 145. This states that the construction of new buildings in the Green Belt should be regarded as inappropriate development, other than in a number of exceptions. These include buildings for agriculture and forestry, facilities for outdoor sport, outdoor recreation and for cemeteries, burial grounds and allotments, the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building, and the limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use.

9.5 Policy CS5 of the Dacorum Borough Council Core Strategy (2013) confirms, amongst other things, that the Council will apply national Green Belt policy to protect the openness and character of the Green Belt. It also indicates that small-scale development will be permitted subject to a number of criteria, including buildings for the uses defined as appropriate in national policy.

9.6 The proposed building would be used for the purposes of agriculture and therefore would

be appropriate in the Green Belt with no restrictive caveats. As such, the proposed development would comply with Green Belt Policy.

9.7 Both Local and National policy promote a strong rural economy. Paragraph 83 of the NPPF (2018) enables the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings; the wording of this paragraph specifically includes the development and diversification of agricultural businesses. Saved Policy 109 of the Local Plan (2004) states that proposals for farm diversification will be encouraged (although preference is given to the re-use of existing buildings).

9.8 The application smallholding comprises 6 hectares of farm land together with a further 120 hectares that the applicant tenant farms. The four existing farm buildings are in use for the storage of agricultural equipment and as a workshop which sufficient reasoning and justification was provided within the respective AGD applications: 4/02375/17/AGD, 4/00003/12/AGD and 4/02030/09/AGD.

9.9 The proposed building would be used for sheep lambing and housing as the building currently used will be removed. Sufficient reasoning and justification has been provided to demonstrate the proposed size and requirement of the building which would be used for the breeding of the 250 sheep owned and provision for 50 lambing pens. A further area of the storage of feed, bedding and equipment has also been provided. The height of the building has also been dictated by the requirement to fit in the 4.2 metre high livestock trailer. Given the quantum of building on the farm, the amount of livestock associated with the holding, and the size of the holding, it is considered the proposed building would be reasonably necessary for the purposes of agriculture on this site.

9.10 In order to create vehicular access to the proposed development the existing area of hardstanding has been extended. Although, this does increase hard surfacing and result in a loss to the immediate verdant aspect of the area it is considered that neutral harm to the openness of the Green Belt has resulted.

9.11 It follows that the principle of development, including a building of the size and use proposed, would be acceptable in the site's Green Belt location and would assist the rural economy in accordance with the NPPF (2018), CS5 of the Core Strategy (2013) and Saved Policy 109 of the Local Plan (2004).

Impact on Street Scene

9.12 Policies CS11 and CS12 of the Core Strategy (2013) and the NPPF (2018) all seek to ensure that any new development/alteration respects or improves the character of the surrounding area and adjacent properties in terms of scale, massing, materials, layout, bulk and height.

9.13 The application site is also located within the Chilterns Area of Outstanding Natural Beauty wherein the principle of development is subject to prime planning considerations which give regard to the conservation of the beauty of the area in addition to the economic and social well-being of the area and its communities. Thus, development is permitted subject to its satisfactory assimilation into the landscape and accordance with Saved Policy 97 of the Local

Plan (2004) and Policy CS24 of the Core Strategy (2013).

9.14 The Chilterns Design Guide (2010) highlights that new agricultural buildings should be well sited and in sympathy to their surroundings. New buildings should integrate with existing buildings with the use of traditional building materials. The design guide acknowledges the recent changes to farming which requires large buildings which offer increased flexibility in use and that many traditionally constructed buildings are unable to meet new standards. It is recognised that many farmers are faced with the need to erect new stock buildings or storage facilities.

9.15 The new agricultural building would be of simple, contemporary design to maximum the efficiency of space provided. Although the grey fibre cement roof sheets, concrete block foundations and juniper green profile sheeting is not in accordance with the Chilterns Building Design Guide material specification, it is considered that the proposed building would mirror the design of the four adjacent agricultural buildings. It is therefore not considered that the proposed structure would appear deleterious within its surroundings or result in significantly further harm the AONB. On the contrary, it is considered that a building of materials encouraged within the design guide would appear alien within the immediate surrounds and may result in the building appearing greater in bulk and dominance.

9.16 The proposal would not be viewed as an isolated structure in the landscape, but against the backdrop and in the context of the established farm building group on the site.

9.17 The proposed building would not result in further harm to the visual amenity of the AONB due to siting within the profile of the existing agricultural buildings granted within applications ref: 4/02375/17/AGD and 4/02030/09/ADG. In terms of longer distant views (such as from Cholesbury and Hawridge common) the proposal would not be overtly visible due to surrounding agricultural buildings.

9.18 Several public footpaths are in close proximity to the site, with one to the immediate north of the proposed structure. Although, the proposed development will extend built form closer to this public right of way the structure retains the build line of existing structures on site and therefore would not result in significantly further visual intrusion from this public vantage.

9.19 The proposed structure would be visible when travelling south-west down Horseblock Lane however, from this perspective the structure would be viewed in the context of the other agricultural structures within the application site and adjacent small holding. Views of the proposed structure when travelling north east along Horseblock Lane would be relatively limited.

9.20 As such, the development would not conflict with the aims of Policies CS11, CS12 and CS24 of the Core Strategy, Saved Policy 97 of the Local Plan (2004), the Chilterns Design Guide (2010) and NPPF (2018).

Effect on Neighbours

9.21 The NPPF (2018) outlines the importance of planning in securing high standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013), seek to ensure that new

development does not result in detrimental impact to neighbouring properties and their amenity space. Thus, the proposed should be designed to reduce any impact on neighbouring properties by way of visual intrusion, loss of light and privacy.

9.22 The proposed building would be set within the profile of existing structures and be located at least 85 metres away from the closest neighbouring residents at Little Meadows and Hillside Farm. As such, no loss significant loss of outlook, daylight and sunlight or privacy to neighbouring residents would result.

9.23 The use of the proposed structure for the husbandry of sheep is not considered to result in a significant amount of further noise and disturbance to neighbouring residents. Thus, the proposal is considered acceptable in terms of residential amenity.

Impact on Highways Safety and Parking Provision

9.24 Policy CS12 of the Core Strategy (2013) seeks to ensure developments have sufficient parking provision. Paragraph 105 of the NPPF (2018) states that if setting local parking standards authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport; local car ownership levels and adequate provision of spaces for ultra-low emission vehicles. Policies CS8 of the Core Strategy (2013) and Saved Policy 58 and Appendix 5 of the Local Plan (2004) promote an assessment based upon maximum parking standards.

9.25 Ample parking is available on the farm. Advice from the highway authority has been sought for a highway safety point of view and regarding vehicle movements to and from the site as a result of the proposed development. The proposed structure would support an increase in livestock on the site however, the level of intensification of activities would not significantly increase so that the additional trips to and from the site following construction of the building that would compromise highway safety. It follows the proposal would satisfy the objectives of Policies CS8 and CS12 of the Core Strategy and Saved Policy 58 of the Local Plan (2004).

Consultation Response

9.26 Several concerns were received as a result of the application. The main concerns are addressed below:

Overdevelopment- The application site comprises 6 hectares with an additional 120 hectares of tenanted farm land which the applicant also manages. The four existing buildings and proposed livestock building are considered justifiable in size and number required to satisfactorily manage and farm the land.

Requirement of building and size- The building height is 4.675 metres to enable a 4.2 metre high trailer to fit into the building. Breeding Ewe requires 1.5 metres of pen space, the applicant has 250 sheet (for which documents showing the movement of these individual sheep over the years has been submitted). Lambing pens are required to be 2.3 metres large with 25 lambs expected. In addition to this provision for food, storage, hay etc. is also required. The building is 408m² in footprint, with a feeding passage of 46.5m². The building proposed is smaller than this total sum however, it is sufficient in size with careful management and expectation of when indoor lambing is required.

Long distant views of the development from the AONB- This has been addressed within the visual amenity section above. It is acknowledged that the site is visible from the wider AONB however, the proposed structure would not be visible due to situ within the profile of the existing buildings on site.

Impact to visual amenity of street scene and openness of Green Belt- Buildings for agricultural purposes are acceptable in the Green Belt and no further assessment of impact to openness is therefore required. It is acknowledged that the site and proposed building would be visible from Horseblock Lane however, due to rural setting and proximity to other similarly design and sized agricultural buildings it is not considered that the proposed building would result in significant harm to the visual amenity of the area.

Community Infrastructure Levy (CIL)

9.27 Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on the 1st July 2015. The development is not for residential or retail purposes and therefore is not CIL liable.

10. Conclusion

10.1 The proposal is for a new agricultural building for the keeping of livestock which would help facilitate the farming of the 6 hectares of farm land which is contained within the application site and additional farmland which the applicant tenants. Supporting the rural economy and farming in particular is strongly encouraged within both local and national policy and therefore the provision of this additional structure accords with Policy CS5 of the Core Strategy (2013) Saved Policy 109 of the Local Plan (2004) and NPPF (2018).

10.2 Furthermore, the proposed structure would not result in significant harm to the visual amenity of the area, Chilterns Area of Outstanding Natural Beauty, residential amenity of neighbouring properties or be detrimental to matters of highways safety. The scheme therefore also accords with Policies CS8, CS11, CS12 and CS24 of the Core Strategy (2013) and Saved Policies 58, 97 and Appendices 3 and 5 of the Local Plan (2004).

11. RECOMMENDATION

1. That the application be DELEGATED to the Group Manager, Development Management with a view to approval subject to the receipt of comments from the Highways/Rights of Way Officer.

Appendix A

Consultation responses

Tring Town Council

Objection

The council recommended refusal of this application on the following grounds: overdevelopment of site as already 4 large buildings on a small acreage: "need" not recognised: development is clearly visible from Cholesbury and Hawridge Common and detrimental to location in Chilterns AONB.

DBC conservation

This site lies within the Chilterns AONB and the Green Belt. New development within the Chilterns AONB should aim to 'conserve the enhance the special qualities and characteristics of the Chilterns.'

There are various large farm buildings already on the site. The proposed portal steel frame storage building will be clad with green steel cladding and a grey fibre cement roof. It is a large structure (30 metres long and 13.5m wide) but seems to be of similar design to others on site.

The Design and Access Statement submitted with the application does not refer to the location of the site with the Chilterns AONB or consider how the new development will preserve its special qualities.

Concerns are raised in relation to whether this proposed development will conserve the special qualities and characteristics of the Chilterns AONB.

HCC Highways

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

INFORMATIVES

1. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

2. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047 COMMENTS

This application is for Construction Of Agricultural Livestock Building.

It will be sited on an existing hard standing.

PARKING

No parking information has been submitted with this application

ACCESS

No new or altered vehicle or pedestrian access is proposed and no work is required in the highway.

Horseblock Lane/Heath End is an unclassified local access road.

CONCLUSION

HCC as highway authority considers that the proposals would not have a severe residual impact upon highway safety or capacity.

Appendix B

Neighbour notification/site notice responses

Objections

Address	Comments
LITTLE MEADOWS, HEATH END, BERKHAMSTED,, HP4 3UF	<p>I own the property closest to the proposed building – Little Meadows, Horseblock Lane, heath End, Berkhamsted, HP4 3UF.</p> <p>My grounds for objection are as follows:</p> <p>Impact on the visual amenity or openness of the surrounding area</p> <p>The applicant states that the proposed new building will have little or no impact on the visual amenity or openness of the surrounding area, and that the building will not be visible from the road (Horseblock Lane) or the surrounding bridleways. This is clearly not true as the building is a large one with a length of 30 metres and a ridge height of over 6 metres. It will be visible from a large area along Horseblock Lane, and from the most of the west-facing aspects of properties along Horseblock Lane. A site visit will demonstrate this fact, as do the enclosed photos taken from Little Meadows and along Horseblock Lane (See attached). Simply put, it will ruin the view over open farmland, valleys and hills which currently exists. The public pathway which runs to the northeast and west of the field on which the proposed building will also have views to the south directly impacted.</p> <p>Furthermore, the applicant states that the building is to be erected on 'existing hard standing'. While this may be technically correct, until approximately 6 months ago the area now under hard standing was a grass field, and the applicant has spent the summer months making excavations and dumping hard core to create the hard standing.</p> <p>As this particular field has recently had a similarly large building erected, I believe the proposed new building will be an over-intensification of the use of the area.</p> <p>The stated use for the building is questionable and unclear. The applicant states that the building is required to allow veterinary treatment of sheep and an area for the lambing of sheep. There is a further statement that the applicant wishes, at some point in the future, to over-winter an un-named quantity of cattle.</p>

I am a veterinary surgeon with 28 years experience. In the UK, when sheep require treatment by a veterinary surgeon, they will, in the vast majority of cases, be brought into a small fenced off area of approximately 5m x 5m, caught, and then held by manual restraint while undergoing treatment. This area may not even be indoors, although, of course, it may be.

Lambing of sheep usually occurs outdoors, in the fields, but, if conditions outside are severe (snow, cold etc), they can be brought indoors to lamb. Again, if they need veterinary assistance to lamb, they can be brought indoors.

My question is thus of one of scale. In my view, the proposed building is much larger than would be required by the majority of farmers, for the number of sheep mentioned in the application. The proposed building is simply very much larger than would be required.

The suggested over-wintering of cattle then comes up. Cattle do need much more space, and will need over-wintering indoors. The application makes no reference to the proposed number of cattle to be kept indoors, nor is there any reference to disposal of faecal, urine and bedding waste, which, if not disposed of appropriately, will lead to smell and fly issues for neighbouring properties.

On the basis of the above, I object strongly to the above planning application.

Further Comments

Reasons for Objection:

1. The proposed development will have a detrimental affect on the visual amenity and openness of the area
2. The application for the proposed development contains inaccurate information regarding the current use of the land by referring to 'existing' hard standing which, in fact, did not exist before
3. The proposed building would, if erected, far exceed the size of building required for its stated use in the application, which is to create a facility to provide veterinary treatment of sheep and a lambing area
4. The application contains insufficient information regarding the use of the building for overwintering of cattle

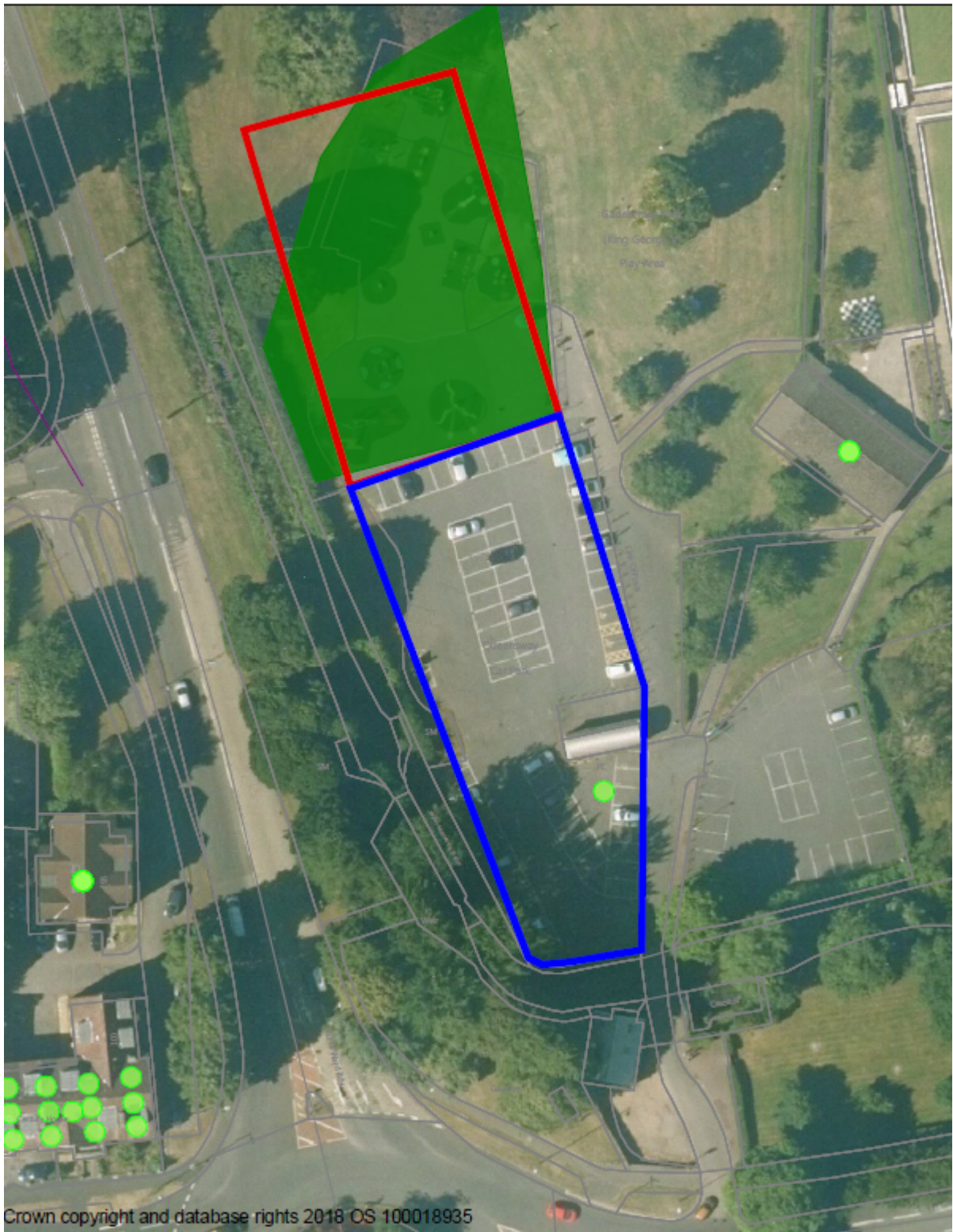
Further evidence to support the objection follows:

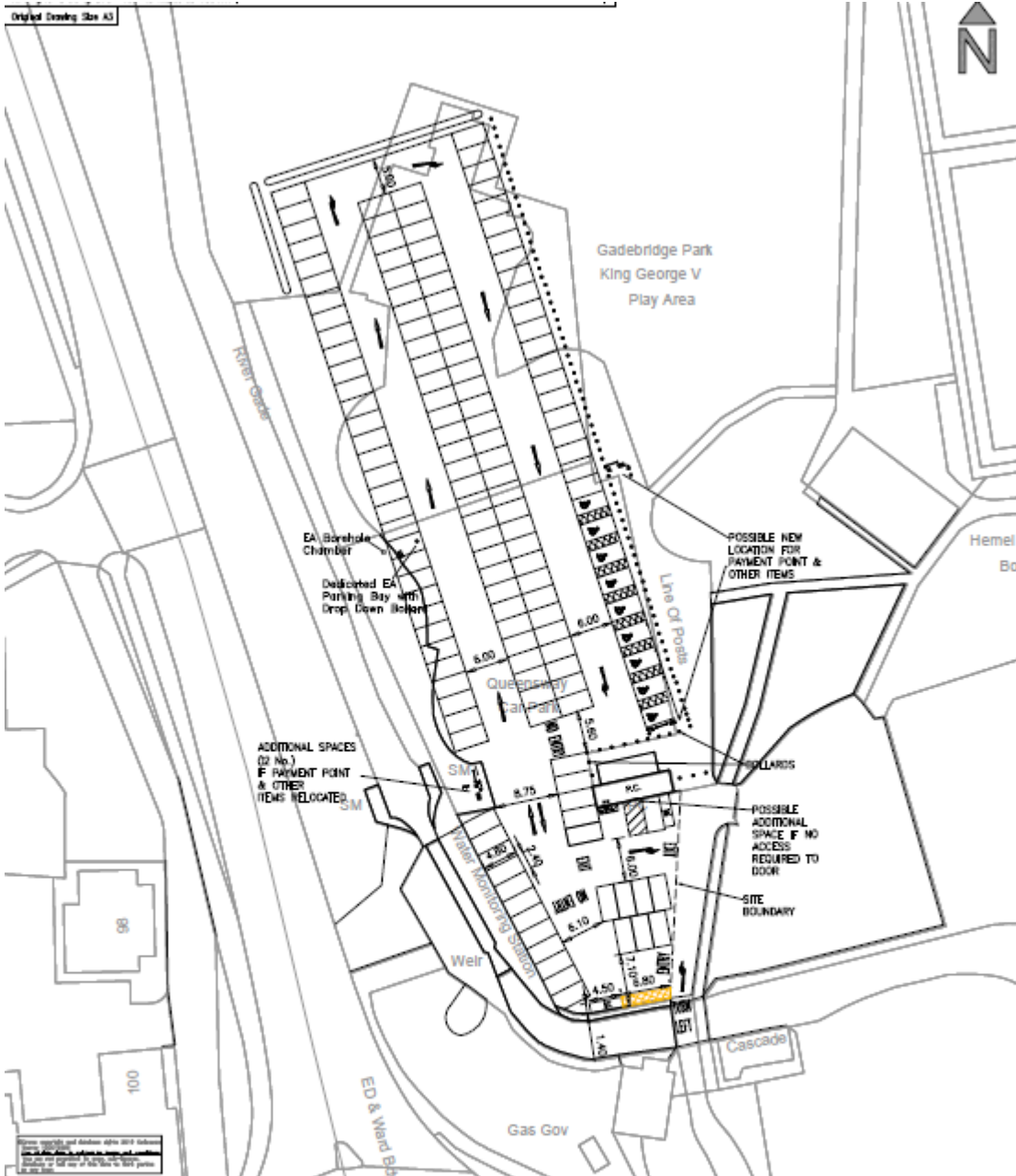
Still images were obtained from drone footage taken between 19 November 2017 and 28 September 2018. The images illustrate the impact of the building of a new agricultural building on a newly created area of hard standing during this time, as well as the

	<p>impact the building of the proposed new structure will have.</p> <p>I respectfully submit that, taken individually or together, this represents an over-intensification of the available space, encroachment onto existing arable land and a significant detrimental effect on the visual amenity of the area.</p>
<p>HILLSIDE FARMHOUSE, HEATH END, BERKHAMSTED, HP 4 3UF</p>	<p>Recent History of Site: I have lived in Horseblock Lane, very close to the proposed building, for 34 years. In the relatively recent past this 6 hectare field, (previously unnamed but now, after purchase by the applicant , primarily a contractor I believe, perhaps confusingly or even misleadingly , called "Horseblock Farm'), it was under cultivation or pasture. This was totally in keeping with and greatly complemented this AONB. Sadly this is no longer true; it is now dominated by an extreme concentration of four buildings, of very considerable size and height, together with areas of hard standing. The last was erected, bordering this beautiful country road, Horseblock Lane, for approx.30 metres, less than a year ago.</p> <p>Further building on what already could be considered over intensive development on a relatively small site, will have a considerable negative impact on the visual amenity and openness of the surrounding AONB. It would be visible from the road, surrounding footpaths and bridleways: The reverse of the above, stated in the application is not true. It will be clearly visible from Horseblock Lane, bridleways and several foot paths, including TU4 WG2, which runs close and adjacent to the proposed site in an adjoining field, and also from a wide area of surrounding open farmland, valleys and ridges including that beside Hawridge and Cholesbury Common. Thus it will significantly compromise the visual amenity and openness of this AONB.</p> <p>It cannot be deemed reasonably necessary :</p> <p>1) The considerable size and height of the proposed new building (30m in length, in excess of 6m in height) may be considered excessive for any occasional covered area needed for rearing the sheep mentioned.</p> <p>2) Solely writing of possible future plans for cattle does not allow for the details and verification advisable for a planning consent. In a different, but very similar application for the only building in a field (Aug.2016), also in Horseblock Lane, proof of documentation, for each cow in an existing, sizeable herd, was requested by Dacorum.</p> <p>N.B. The "existing hard standing forming part of general farmyard" to be used and stated in the application, has only been created in the last few months, involving the digging up of an extensive area of pasture. I would be grateful for clarification if this has any planning implications.</p>

	<p>It is with a heavy heart and sadness that I now find myself with no option but to raise this objection. Further development with yet another very sizeable building, for the reasons stated, is excessive for the size of the site and its unique location, and also not justifiable by that detailed in the application.</p> <p>Please find the following photos also attached in support of my objection.</p> <ol style="list-style-type: none"> 1) Present view of the site from beside Hawridge and Cholesbury Common. 2) Just one partial existing view of the site from Horseblock Lane. 3) Just one example of some visual amenity and openness of the surrounding area that would be destroyed by the proposal.
<p>THE MARKET HOUSE,61 HIGH STREET,TRING,,HP23 4AB</p>	<p>The council recommended refusal of this application on the following grounds: overdevelopment of site as already 4 large buildings on a small acreage: "need" not recognised: development is clearly visible from Cholesbury and Hawridge Common and detrimental to location in Chilterns AONB</p>

Item 5g 4/00174/18/FUL REMOVAL OF PLAY AREA AND INSTALLATION OF CAR PARK
GADEBRIDGE PARK CAR PARK, QUEENSWAY, HEMEL HEMPSTEAD, HP1 1HR





IWP No.		Drg. No.		DCB/018/002		Rev.	
Revisions with Dates		Project Title		Splash Park			
		Drawing Title		Queensway Car Park Proposed Layout			
NO	DATE	DESIGNER	APPROVED	Sheet No.		1	
DATE	01/10	01/10	01/10	Scale		1:500	

County Hall
 Pegs Lane
 Hertford
 Hertfordshire
 SG13 8DQ
 Tel: 01992 555555
 Fax: 01992 658038

4/01704/18/FUL	REMOVAL OF PLAY AREA AND INSTALLATION OF CAR PARK
Site Address	GADEBRIDGE PARK CAR PARK, QUEENSWAY, HEMEL HEMPSTEAD, HP1 1HR
Applicant	Dacorum Borough Council
Case Officer	Nigel Gibbs
Referral to Committee	The land is owned by this Council and there is an objection from Hertfordshire Gardens Trust

Recommendation

1.1 That planning permission be **GRANTED**.

2. Summary

2.1 The background to this application is that the Council has provided a new play area at Gadebridge Park which is located within the Green Belt.

2.2 This play area and splash park adjoin the Park's existing car park. The new play areas were designed to improve recreational facilities at the site. Such facilities are appropriate development in the Green Belt and accord with Dacorum Core Strategy Policy CS23 which support the Borough's Social Infrastructure such as outdoor recreational provision.

2.3 The National Planning Policy Framework enables some development in the Green Belt as does Policy CS5 which focuses upon protecting its openness. NPPF part (g) of paragraph 145 supports as 'appropriate development' in the Green Belt the partial or complete redevelopment of previously developed land whether redundant or in partial use where it would not have a greater impact upon the openness of the Green Belt than the existing development. This also reflects national objective 5 of Green Belt policy which is to support re use / recycling of urban land.

2.4 The proposed reuse of the existing play area for parking would have a greater impact upon the existing openness of the Green Belt when the car park is in use due to the effect of the car parking as compared with the existing array of play equipment. The increased impact upon the openness of the Green Belt is compounded by both the introduction of parking within the grassed areas adjoining the edge of the existing play area and the introduction of lighting columns.

2.5 Notwithstanding this effect upon the Green Belt's openness there are very special circumstances associated with the benefits of additional parking in this location. The reuse of the play area is a positive approach to re using this long established hard surfaced area which is an developed part of Gadebridge Park, strongly contrasting with the other 'greener parts' of the Park which are informal. The proposal provides an ideal opportunity to provide a modest increase in additional car parking involving the associated amalgamation with the upgraded existing car park, resulting in an improved internal layout and the provision of a row of disabled spaces, benefiting the recreational leisure/ role of the Park, including the expected revitalized The Bury and the Old Town, as a complementary parking facility. These benefits outweigh the harm.

2.6 The loss of the existing play area accords with Policy CS23. This policy expects that existing social infrastructure is protected unless appropriate alternative provision is made, or satisfactory evidence is provided to prove the facility is no longer viable. In this case an alternative facility has been provided at Gadebridge Park through the new play area and splash park.

2.7 There are no detailed environmental objections following the Environment Agency's recent withdrawal of its longstanding objection and the clarification of the archaeological implications.

3. Site Description

3.1 The existing long established hard surfaced play area featuring an array of equipment is located within the southern tip of the Gadebridge Park to the immediate north of the park's Queensway car park and positioned parallel to the River Gade and the Leighton Buzzard Road. There is a grassed area beyond the existing car park. The aforementioned new play area and splash park adjoin the existing play area.

3.2 The existing Queensway car park access has a no right turn exit due to the closeness of the adjoining Leighton Buzzard roundabout.

4. Proposal

4.1 The proposal is for the reuse of the existing play area and the adjoining grassed area to provide additional parking for visitors to /users of Gadebridge Park, especially the new splash park. The new parking area will be linked to/ amalgamated with the existing car park increasing the parking spaces from 64 to 120.

4.2 There will be the associated upgrading of the existing car park with some of the spaces at the north eastern edge of the car park adjoining the play area removed to facilitate the connection between the existing and new parking areas. The upgrading includes some rearrangement of the existing car park including the provision of 10 disabled parking spaces involving the establishment of a one way route with new signage to prevent the no right turn exit manoeuvre onto Queensway.

4.3 The supporting statement also confirms that:

- Following the installation of the Splash Park and relocation of the play area the footfall to Gadebridge Park has increased significantly. The old play area that is located adjacent to the Queensway car park is no longer required and gives the opportunity to re-purpose the area in favour of much needed additional parking.
- This additional parking would also fit in with the wider regeneration of Gadebridge Park and the plans to relocate the River Gade by the Environment Agency and increase visitor numbers.
- The proposal is to increase capacity to also reduce the need for visitor to park directly on the Leighton Buzzard Road verges. The Leighton Buzzard Road is classified as an A road and has a 50mph speed limit. The kerbs are a standard height so access on and off of the verge is difficult and poses a risk to all road users. Additional disabled bays are to be installed and located closer to main footpaths for ease of access to the park and facilities.
- This also gives the opportunity to change the orientation of the bays closer to the exit. We will create a one-way system that increases driver visibility when entering or exiting the car park when crossing the bridge.
- It is acknowledged that traffic entering and exiting the car park will increase with the no right turn sign is installed as users exit the car park on to Queensway along with road markings to show direction of travel.

4.4 There will be associated installation of lighting and electrical infrastructure, with the latter to enable the recharging of electric vehicles.

5. Relevant Planning History

5.1 Lighting serving the existing car park and THE splash park.

6. Policies

6.1 National Policy Guidance

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

6.2 Adopted Core Strategy

NP1 - Supporting Development

CS1 - Distribution of Development

CS5 - The Green Belt

CS8 - Sustainable Transport

CS9 - Management of Roads

CS10 - Quality of Settlement Design

CS11 - Quality of Neighbourhood Design

CS12 - Quality of Site Design

CS13 - Quality of Public Realm

CS23 - Social Infrastructure

CS25 - Landscape Character

CS26 - Green Infrastructure

CS27 - Quality of the Historic Environment

CS29 - Sustainable Design and Construction

CS31 - Water Management

CS32 - Air, Water and Soil Quality

CS33 - Hemel Hempstead Urban Design Principles

6.3 Saved Policies of the Dacorum Borough Local Plan

Policy 113 and Appendix 8

6.4 Supplementary Planning Guidance / Documents

- Environmental Guidelines (May 2004)
- Water Conservation & Sustainable Drainage (June 2005)
- Energy Efficiency & Conservation (June 2006)
- Accessibility Zones for the Application of car Parking Standards (July 2002)

7. Constraints

- Green Belt
- Flood Zones 2 and 3
- Former land use
- Area of Archaeological Significance 35

8. Representations

Consultation responses/ Neighbour notification/site notice responses

8.1 These are reproduced in full at Appendix A.

9. Considerations

Main issues

9.1 The main issues to consider are:

- Green Belt Policy and Principle and the loss of the existing play area under Dacorum Core Strategy Policy CS23.
- Impact on the Character of the Locality.
- Impact on Highway Safety/ Access /Parking.
- Flood risk implications/drainage.

Policy and Principle: Green Belt Implications and the Borough's Social Infrastructure

9.2 Dacorum Core Strategy Policy CS1 expects that Hemel will be the focus of new development based upon a range of criteria. These include making best use of existing green infrastructure under its criteria (e). Gadebridge Park is a very high quality facility in recreational and environmental terms. Its Green Belt status affords it protection at this sensitive vulnerable fringe location at a transition between Hemel's built up edge and countryside beyond, providing a fundamentally important 'green lung'.

9.3 National Planning Policy Framework: Relevant Green Belt Policies

The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Green Belt serves five purposes:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

9.4 Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

9.5 When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

9.6 Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These include engineering operations and local transport infrastructure which can demonstrate a requirement for a Green Belt location.

9.7 Dacorum Core Strategy Policy CS 5 also specifies that the Council will apply national Green Belt policy to protect the openness and character of the Green Belt, local distinctiveness and the physical separation of settlements. Within the Green Belt, small-scale development will be permitted including the redevelopment of previously developed sites provided that:

- i. it has no significant impact on the character and appearance of the countryside; and
- ii. it supports the rural economy and maintenance of the wider countryside.

9.8 The existing car park is a previously developed site. However, the proposed reuse of the

existing play area for parking is inappropriate development in the Green Belt. This is because it would have a greater impact upon the existing openness of the Green Belt when the car park is in use due to the effect of the car parking as compared with the existing array of play equipment. The increased impact upon the openness of the Green Belt is compounded by the introduction of parking within the grassed areas adjoining the edge of the existing play area and the introduction of lighting columns.

9.9 Notwithstanding this effect upon the Green Belt's openness there are very special circumstances associated with the benefits of additional parking in this location. The reuse of the play area is a positive approach to re using this long established hard surfaced area which is an developed part of Gadebridge Park, strongly contrasting with the other 'greener parts' of the Park which are informal. The proposal provides an ideal opportunity to provide a modest increase in additional car parking with the associated amalgamation with the upgraded existing car park, resulting in an improved internal layout and the provision of a row of disabled spaces, benefiting the recreational / leisure/ role of the Park, including the expected revitalized Bury as a museum and the Old Town, as a complementary parking facility. These benefits outweigh the harm.

9.10 Notwithstanding the loss of the existing play area the proposal accords with Policy CS23 relating to the Borough's Social Infrastructure. This is because the policy expects that existing social infrastructure is protected unless appropriate alternative provision is made, or satisfactory evidence is provided to prove the facility is no longer viable. In this case an alternative facility has been provided at Gadebridge Park through the new play area and splash park.

Layout, Design, Scale/Impact on the Character of the Gadebridge Park

9.11 There are various relevant policies. In addition to CS5 and CS 27 (Heritage) the development criteria of Policy CS11 (Quality of Neighbourhood Design) includes avoiding large areas dominated by car parking. Policy CS11 is complemented by various Policy CS12 (Quality of Site Design) development criteria including (e) the planting of trees and shrubs and (f) the integration within the streetscape character. .

9.12 The proposed extended lozenge shape parking area will introduce an extended/ elongated tongue of development in the built up part of the park. It will be visible and intrusive in relation to views from the Leighton Buzzard Road which is the inevitable consequence of parked cars. However due to its location it will not be so harsh to justify harm to the parkland setting or to the setting of the listed Bury, with benefits derived from the expected new planting. In this respect Historic England and the Conservation & Design Team raise no heritage objections, outweighing the Hertfordshire Gardens Trust objection.

Impact on Highway Safety/ Access /Parking

9.13 Notwithstanding the absence of Hertfordshire Highways response and the increased use of the existing access onto Queensway, the layout has been designed with due regard to user safety by the introduction of the one way system in conjunction with the improved signage to ensure the elimination of right turns. This is set against the Supporting Statement's observed/ documented reference to the extremely dangerous and unlawful use of the Leighton Buzzard Road parkland edge by park users.

9.14 The reconfiguration of the existing car park and amalgamation with the proposed extended parking area has prioritised parking for persons with disabilities/ limited mobility. The car park would also benefit from the introduction of electric vehicle charging

Flood Risk / Drainage

9.15 A Flood Risk Assessment was absent from the original application, with a resultant

objection from the Environment Agency. This has now been resolved, with the updated layout eliminating the parking space over the borehole in accordance with the EA's expectations. The use of soakaway drainage for the parking area is appropriate.

Other Material Planning Considerations

9.16 There should be no adverse impact upon the flats opposite the site on the Old Police Station. There are no ecological land contamination, archaeological or crime prevention/ security issues, with the night time use benefiting from proposed new lighting which requires a sensitive design due to this environmentally sensitive location. An Environmental Impact Assessment is not necessary.

Response to the Garden Trust comments

9.17 A soft landscaping scheme is considered to be fundamentally important in integrating/ softening the development's impact development within the parkland setting.

10. Conclusions

10.1 The proposal represents inappropriate development in the Green Belt which is by definition harmful. However there are very special circumstances which outweigh this harm with car park representing an integral part of the upgrading of Gadebridge Park, providing a complementary facility with no other identified harm following the Environment Agency's revised position.

10.2 Therefore there are no objections subject to the imposition of a range of conditions.

RECOMMENDATION – That planning permission be **GRANTED** for the reasons referred to above and subject to the following conditions:

Conditions

No	Condition
1	<p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>Within 3 months of the date of this decision a soft landscaping scheme shall be submitted to the local planning authority. The submitted details shall include plans, written specifications (including cultivation and other operations associated with plant and grass establishment), schedules of trees and plants, noting species, plant sizes and proposed numbers/densities where appropriate. All the approved planting shall be carried out in the planting season following the first use of any of the new parking area hereby permitted.</p> <p>Reason: In the interests of the character and appearance of the area and biodiversity in accordance with Policies CS5, CS12, CS26 and CS29 of Dacorum Core Strategy.</p>
3	<p>Any tree, hedge or shrub which forms part of the approved landscaping scheme which within a period of five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by another tree, shrub or section of hedge of the same species and size as that originally planted shall be planted at the same place in the next planting season, unless the local planning authority gives its written consent to any variation. For the purposes of this condition the planting season is between 1</p>

	<p>October and 31 March.</p> <p>Reason: To safeguard the local environment, in the interests of visual amenity and biodiversity in accordance with the requirements of Policies CS 5, CS12, CS26 and CS29 of the Dacorum Core Strategy.</p>
4	<p>The car park hereby permitted shall not be brought into use until a scheme for its exterior lighting in conjunction with improvements to the existing car park have been submitted to and approved in writing by the local planning authority. The exterior lighting shall be installed and thereafter retained and maintained fully in accordance with approved details.</p> <p>Reason: To safeguard the local environment in accordance with accord with the requirements of Policies CS12, CS26 , CS29 and CS32 of the Dacorum Core Strategy and Policy 113 and Appendix 8 of the saved Dacorum Borough Local Plan.</p>
5	<p>The car parking hereby permitted shall be served by a soakaway drainage system with no soakaways installed on contaminated land.</p> <p>Reason: To ensure that the site is subject to an acceptable sustainable drainage system serving the development in accordance with Policy CS29 of Dacorum Core Strategy.</p>
6	<p>An electric vehicle charging facility shall be installed at the site within 6 months of the use of the additional car parking hereby permitted and once installed shall be retained at all times.</p> <p>Reason: In accordance Paragraph 110 and Part 10 of the National Planning Policy Framework, Policies CS8 and CS29 of Dacorum Core Strategy.</p>
7	<p>Subject to the requirements of the requirements of other conditions of this planning permission the development hereby permitted shall be carried out in accordance with the following plans :</p> <p>Location Plan dated 23 October 2018</p> <p>DCB/018/002 received by the local planning authority on 24 October 2018</p> <p>Reason: To safeguard and maintain the strategic policies of the local planning authority and for the avoidance of doubt.</p> <p>ARTICLE 35 STATEMENT</p> <p>Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.</p> <p>Informatives</p> <p>Flood Risk Activity Permit</p> <p>Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Gade, designated as a 'main river'. Details of lower risk activities that may be Excluded or Exempt from</p>

the Permitting Regulations can be found at www.gov.uk/guidance/flood-risk-activities-environmental-permits. Please contact us at PSO-Thames@environment-agency.gov.uk.

Highways

1. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to willfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website:

<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

2. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website

<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

Un-expected Contaminated Land Informative

The Council's contaminated land record shows that site is built on or immediately adjacent to land that was used for contaminative use here in – Petrol storage and Bury Corn Mill. There is a possibility that these activities may have affected the application site with potentially contaminated material. Therefore, I recommend that the developer be advised to keep a watching brief during ground works where applicable on the site for any potentially contaminated material. Should any such material be encountered, then the Council must be informed without delay, advised of the situation and an appropriate course of action agreed.

Construction Hours of Working – (Plant & Machinery) Informative

In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1830hrs on Monday to Saturdays, no works are permitted at any time on Sundays or bank holidays.

Construction Dust Informative

Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

Appendix A - Consultation responses

Strategic Planning

No adverse comments.

Parks & Open Spaces

No objections.

Trees & Woodlands

Response awaited.

Pollution and Environmental Protection Team

No objection in relation to Air Quality and Land Contamination.

However, the following planning informative are recommend should planning permission be granted.

1). Un-expected Contaminated Land Informative

Our contaminated land record shows that the property is built on or immediately adjacent to land that was used for contaminative use here in – Petrol storage and Bury Corn Mill. Therefore, there is a possibility that these activities may have affected the application site with potentially contaminated material. Therefore, it is recommended that the developer be advised to keep a watching brief during ground works on the site for any potentially contaminated material. Should any such material be encountered, then the Council must be informed without delay, advised of the situation and an appropriate course of action agreed.

2). Construction Hours of Working – (Plant & Machinery) Informative

In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1830hrs on Monday to Saturdays, no works are permitted at any time on Sundays or bank holidays.

3). Construction/Demolition Dust Informative

Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

4). Noise on Construction/Demolition Sites Informative

The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.

Should you have any further query in respect of this application, please do not hesitate to contact me on extension 2719 quoting Flare reference 542468.

Scientific Officer

The site is located within the vicinity of a number of potentially contaminative former land uses. Due to the nature of the application, a contaminated land investigation is not considered necessary. I recommend that a watching brief be kept during ground works on the site for any potentially contaminated material. Should any such material be encountered, then the Council must be informed without delay, advised of the situation and an appropriate course of action

agreed

Valuation & Estates

Response awaited.

Hertfordshire County Council: Highways

Response awaited.

Hertfordshire Ecology

1. The application site is already largely hardstanding and currently used as a formal playground and car park. These areas will not have any ecological interest and would not represent a constraint.

2. HE note the proposals in some places will be slightly larger than the existing playground. It seems that a mature tree on the western edge is likely to require removal although it is not annotated thus on the plan. Neither is there any indication that the hedgerow bordering the western edge of the site will be retained, although HE does not see any reason to remove it. There are no landscaping plans to accompany the proposal so any future landscaping measures cannot be assessed.

3. If this is the case, HE advise that three replacement trees are planted to compensate for the loss of the existing tree and that the hedgerow planting continued to border the remainder of the car park where there is no hedgerow currently. This will help to offset the impact of the development locally and provide ecological enhancements sought by NPPF. Appropriate trees in the river valley context could include alder or goat willow, whilst the hedgerow could include hawthorn, hazel, elder and field maple.

Hertfordshire County Council: Historic Environment

- Initial Response

The proposed development is located adjacent to the western boundary of Area of Archaeological Significance no. 36, as identified in the Local Plan. This covers the medieval core of Hemel Hempstead. The site is also circa 150m to the west of the Charter Tower, a surviving part of a 16th century manor house, which is a Scheduled Monument.

The documentation submitted with the application does not describe the groundworks that will be carried out as part of this proposed scheme in any detail. It is therefore impossible to determine whether this scheme might disturb archaeological deposits.

Could the applicant please supply further information about any proposed ground disturbance associated with this development. Will there be landscaping/levelling/any excavation? What kind of surface will the car park have?

- Response to Additional Information

Further to the initial comments of 15 March 2018, the Applicant has provided more information regarding the below ground impact of the proposed development.

It appears that groundworks will not penetrate beneath circa 0.3m below ground level. Notably an archaeological excavation has recently taken place on a site immediately to the east of the proposed development (Heritage Network 2017), where a minimum of 0.7m of topsoil overlay natural sands and gravels. It is therefore likely that excavations related to the new car park will

not even come close to impacting on possible archaeological layers.

In this instance, therefore, HCC Historic Environment has no comment to make upon the proposal.

Historic England

On the basis of the information available to date, HE does not wish to offer any comments and suggest that the LPA seek the views of its specialist conservation and archaeological advisers, as relevant. It is not necessary for HE to be consulted on this application again, unless there are material changes to the proposals. However, if the LPA would like HE detailed advice please contact HE to explain the request.

Hertfordshire Gardens Trust

HGT would need to see the planting proposals, which are not shown on the plan supplied, before we can comment in detail. It would appear that at least 2 trees will have to be felled, although this is far from clear from the plan. If that is the case then replacement trees should be planted to maintain the tree cover in this part of the historic parkland of Gadebridge (on Hertfordshire Gardens Trust Local List). Until such time as HGT have further information and can comment in detail HGT will lodge an objection to the scheme as proposed.

Hertfordshire Constabulary: Crime Prevention Design Officer/ Service

HC can support this application as I am content that Crime Prevention and Security have been addressed for this site. Gadebridge car park is registered with the 'Park Mark' scheme., the car park is visited and monitored regularly which involves looking at crime analysis , lighting , CTV, signage and general maintenance .

Environment Agency

- Initial Response

In the absence of a Flood Risk Assessment (FRA), object to this application and recommend refusal of planning permission until a satisfactory FRA has been submitted. EA hope to work through the concerns addressed in this letter at the arranged site meeting that is due to take place in April 2018.

Reason

EA acknowledge that a supporting statement was supplied with the planning application, however no FRA was submitted with this application, it therefore does not comply with the requirements set out in paragraph 102 of the National Planning Policy Framework (NPPF) which states that for areas at risk of flooding a site-specific flood risk assessment must be undertaken which demonstrates that the development will be safe for its lifetime. It does not comply with paragraph 94 of the NPPF which requires local planning authorities to adopt proactive strategies to adapt to climate change, taking full account of flood risk and coastal change. The submitted application does not, therefore, provide a suitable basis for assessment to be made of the flood risks arising from the proposed development.

An FRA is vital if the LPA is to make informed planning decisions in line with your policy SC31 (Water Management). In the absence of an FRA, the flood risk resulting from the proposed development is unknown. The absence of an FRA is therefore sufficient reason in itself for a refusal of planning permission.

Overcoming the EA our objection. By submitting an FRA which covers the deficiencies

highlighted above and demonstrates that the development will not increase risk elsewhere and where possible reduces flood risk overall. The FRA should include (but not necessarily be limited to) the following:

- Identification of the Flood Zone and vulnerability classification in accordance with Table 2 of the National Planning Practice Guidance, Flood Risk and Coastal Change (section 25).
- Confirmation of any flood defences and standard of protection provided, to confirm the level of residual risk in accordance with the Strategic Flood Risk Assessment (SFRA) for the borough.
- Estimation of flood depths at the site for a range of flood events, including climate change allowances, to calculate flood depths and level of refuge or safe access/egress required in a flood event.
- Suitable flood mitigation measures based on flood characteristics at site.
- Details of set back of the development from the riverbank / defence.

The EA require the FRA to demonstrate that the proposal does not increase flood risk elsewhere, and where possible reduces risk overall. The 1 in 100 year +15% and 1 in 100 year 25% climate change allowances should be assessed, and an intermediate approach can be used by interpolating modelled river levels from the closest modelled node. A Product 4 can be requested for the site from HNLenquiries@environment-agency.gov.uk, which contains modelled flood extents and levels. If this cannot be achieved we are likely to maintain our objection to the application. Production of an FRA will not in itself result in the removal of an objection.

The EA ask to be re-consulted with the results of the FRA. Our objection will be maintained until an adequate FRA has been submitted.

Additional information

Groundwater Monitoring Borehole. The EA is concerned with the proposed extension of the car parking by our groundwater monitoring borehole. The plans seem to show a parking space either abutting it or over it. The EA would expect the plans to be altered so as not to affect our borehole or any development/excavation in close proximity that could affect its structure or ability to access it at all times. Also we would be concerned if there are any changes to the drainage of the area if this was sent to soakaway rather than to sewer.

Gade Restoration Project. Although there may be the reduction of the hard standing overall it appears that there will be an increase in the amount of hard standing in close proximity to the proposed new route of the Gade and its current position. We would like to work with you to ensure an 8 meter buffer zone is maintained with the River Gade and is maintained for the east side of the car park where the new Route of the River Gade will be.

Advice to applicant - Flood Risk Activity Permit

Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Gade, designated a 'main river'. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found on the gov.uk website. Please contact us at PSO-Thames@environment-agency.gov.uk.

- Response to Flood Risk Assessment

The submission of the 'Flood Risk Assessment; Gadebridge Park, Hemel Hempstead' prepared by JBA Consulting (reference: 2018s0816 - Gadebridge Park FRA). The Flood Risk Assessment (FRA) addresses the EA's previous concerns and the EA is now in a position to remove its objection to the proposed development.

Additional Information

Groundwater Monitoring Borehole. As discussed on our site visit the applicant will need to ensure that the groundwater monitoring borehole will be safeguarded, ensuring that any development/excavation is not carried out in close proximity to ensure the structure is maintained and the borehole can be accessed at all times. It also needs to be ensured that the drainage does not interfere with the borehole. It was agreed that the proposed car parking spaces over the borehole will be removed from the design of the new car park. A new layout plan to this effect has not yet been produced.

The EA welcome the submission of the amended plan that demonstrates that no parking spaces will be located over the borehole so that access can be maintained at all times.

Advice to Applicant – Flood Risk Activity Permit. Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Gade, designated as a 'main river'. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found at www.gov.uk/guidance/flood-risk-activities-environmental-permits. Please contact us at PSO-Thames@environment-agency.gov.uk.

Affinity Water

No response.

Thames Water

No response.

Sport England

The proposed development does not fall within either SP's statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306), therefore Sport England has not provided a detailed response in this case, but would wish to give the following advice to aid the assessment of this application.

General guidance and advice can however be found on the website:

www.sportengland.org/planningapplications

If the proposal involves the loss of any sports facility then full consideration should be given to whether the proposal meets Par. 74 of National Planning Policy Framework (NPPF), link below, is in accordance with local policies to protect social infrastructure and any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

If the proposal involves the provision of a new sports facility, then consideration should be given to the recommendations and priorities set out in any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority may have in place. In addition, to ensure they are fit for purpose, such facilities should be designed in accordance with Sport England, or the relevant National Governing Body, design guidance notes:
<http://sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

In line with the Government's NPPF (including Section 8) and PPG (Health and wellbeing section), consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing or assessing a proposal. Active Design provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical

activity.

NPPF Section 8: <https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-communities>

PPG Health and wellbeing section: <https://www.gov.uk/guidance/health-and-wellbeing>

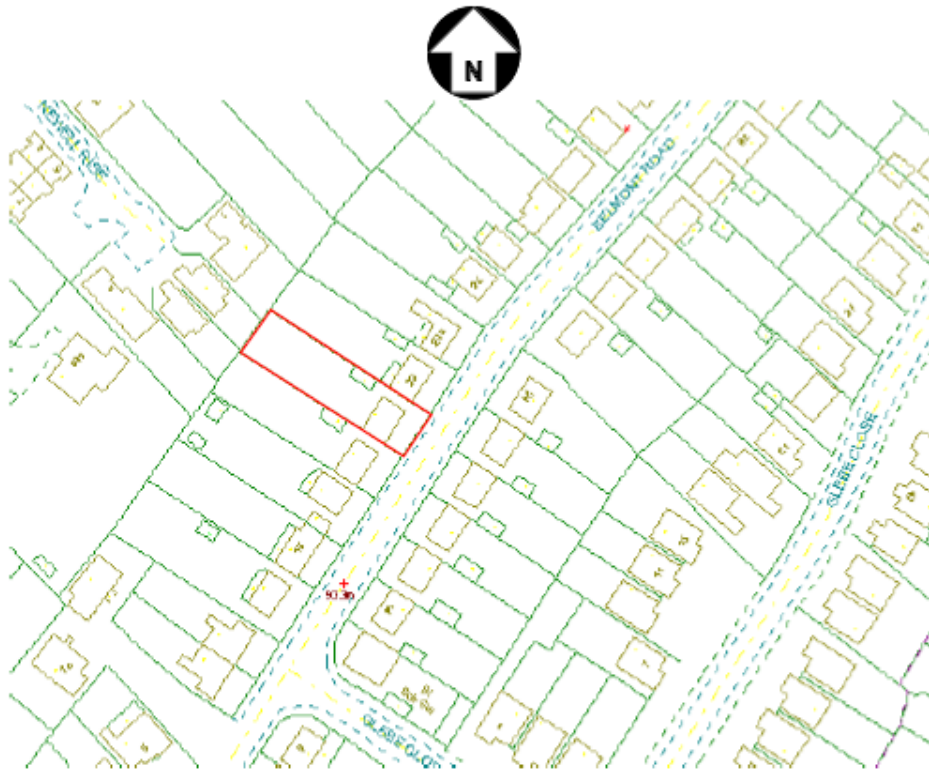
Sport England's Active Design Guidance: <https://www.sportengland.org/activedesign>

Please note: this response relates to Sport England's planning function only. It is not associated with our funding role or any grant application/award that may relate to the site.

Response to Site Notice/ Publicity

None.

Item 5h 4/02138/18/FHA SINGLE STOREY REAR EXTENSION.
21 BELMONT ROAD, HEMEL HEMPSTEAD, HP3 9NZ



Scale 1:1250

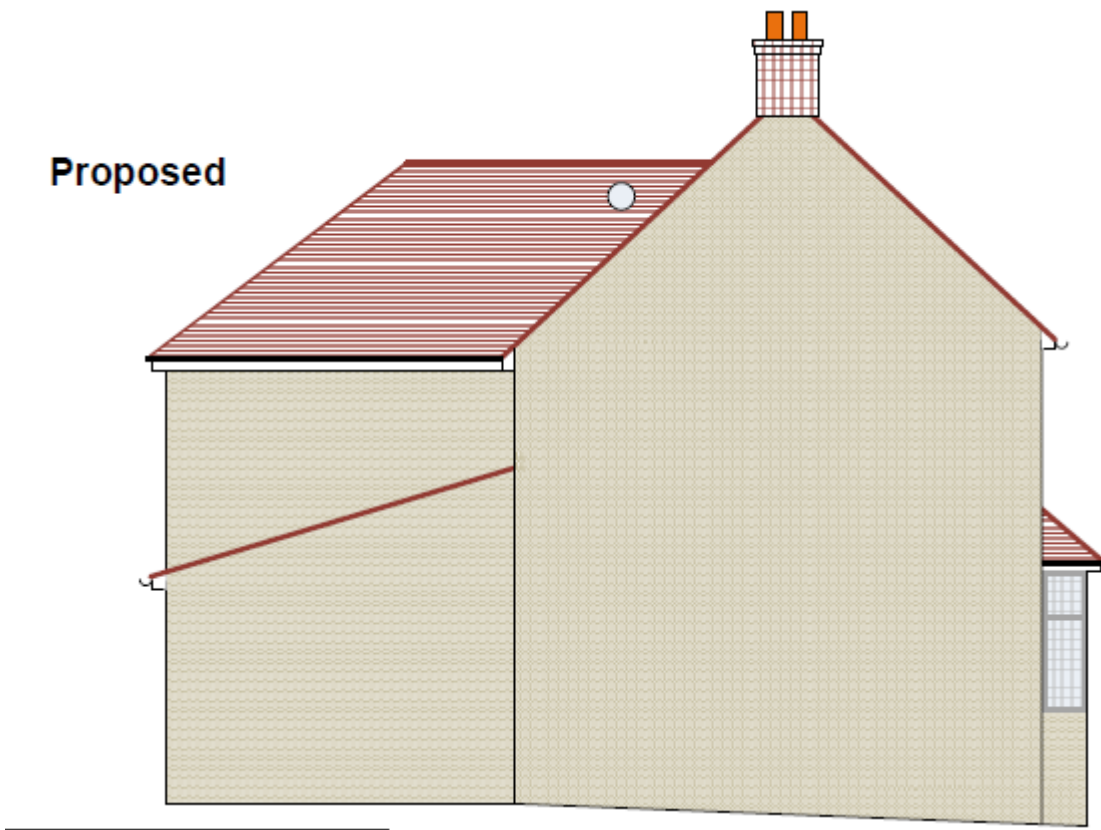
Location Plan

21 BELMONT ROAD, HEMEL HEMPSTEAD, HP3 9NZ

Rear Elevations



Proposed side elevation



4/02138/18/FHA	SINGLE STOREY REAR EXTENSION.
Site Address	21 BELMONT ROAD, HEMEL HEMPSTEAD, HP3 9NZ
Applicant	Mr & Mrs Button, 21
Case Officer	Elspeth Palmer
Referral to Committee	Applicant is a DBC employee

1. Recommendation

1.1 That planning permission be **GRANTED**.

2. Summary

2.1 The application seeks permission for a householder extension to a dwelling within the urban area of Hemel Hempstead. Within such an area development is acceptable in principle (CS4), subject to being in accordance with CS12. The development does not create any issues of loss of neighbour amenity and there is no detriment to the appearance of the street scene, or the existing building.

3. Site Description

3.1 Belmont Road is a residential street located on the fringe of the Bennetts End, and Nash Mills area of Hemel Hempstead, consisting of detached properties, of similar gable end design, regularly spaced along both sides of the street, set back behind medium sized front gardens.

21 Belmont Road is a gable end detached dwelling located on the east side of the residential street, the front garden area has been hard surfaced for parking, with a double drop kerb to the highway boundary. A distance of approximately 2.3m between both neighbours exists. To the rear a long private garden provides ample amenity space.

4. Proposal

4.1 The proposal is for a single storey rear extension tucked next to the existing two storey rear extension (see history below). The proposed extension will be approximately 4 metres deep and 4.2 metres wide.

5. Relevant Planning History

4/02060/08/FHA TWO STOREY SIDE AND REAR EXTENSION
Granted
01/12/2008

6. Policies

6.1 National Policy Guidance

National Planning Policy Framework (NPPF)
National Planning Policy Guidance (NPPG)

6.2 Adopted Core Strategy

NP1, CS1, CS4, CS11 and CS12.

6.3 Saved Policies of the Dacorum Borough Local Plan

Policies 10 and 13.
Appendix 7.

6.4 Supplementary Planning Guidance / Documents [include only those relevant to case]

- Area Based Policies (May 2004)

7. Constraints

- 45.7M AIR DIR LIMIT
- Former Land Use
- LHR Wind Turbine
- CIL3

8. Representations

Consultation responses

8.1 Comments from Contaminated Land will be reported to the meeting.

Neighbour notification/site notice responses

8.2 None.

9. Considerations

Main issues

9.1 The main issues to consider are:

- Policy and principle
- Impact on character of dwelling
- Impact on street scene
- Impact on neighbours

Policy and Principle

9.2 The site is situated within the town of Hemel Hempstead wherein residential development is acceptable in accordance with Policy CS4 of the Core Strategy subject to it complying with CS12.

Impact on character of dwelling

9.3 The proposal will be in character with the existing dwelling in terms of scale, design and materials.

Impact on Street Scene

9.4 The proposed extension will be tucked to the rear of the dwelling adjacent to the existing two storey rear extension so will not be visible from the street scene.

Impact on neighbours

9.5 There are no windows proposed in the side elevation of the proposal so there will be no

overlooking issues.

9.6 The single storey rear extension will be well removed from number 23 Belmont Road with the two storey rear extension located between the neighbour and the proposal. This relationship will ensure that there is no loss of sunlight or daylight for this neighbour as a result of the proposal.

9.7 No. 19 Belmont Road is approximately 2.5 metres away from the proposal and lies on the southern side of the site. Due to the scale of the proposal, the distance from No. 19 and their relationship in terms of the sun's path it is not considered that there will be a significant loss of sunlight and daylight.

Impact on Trees and Landscaping

9.5 No trees are affected by the proposal.

Impact on Highway Safety

9.6 There are no highway safety issues.

Response to Neighbour comments

9.8 There were none received.

CIL

9.9 Policy CS35 of the Core Strategy requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on 1 July 2015. This application is not CIL liable due to resulting in less than 100m² of additional floor space.

10. Conclusions

10.1 The application seeks permission for a single storey rear extension to a dwelling within the urban area of Hemel Hempstead. Within such an area development is acceptable in principle (CS4), subject to being in accordance with CS12. The development does not create any issues of loss of neighbour amenity and there is no detriment to the appearance of the street scene, or the existing building.

The proposed single storey rear extension complies with CS 4, CS12 and Saved Appendix 7 and is therefore acceptable.

11. RECOMMENDATION – That planning permission be **GRANTED** for the reasons referred to above and subject to the following conditions:

Conditions

No	Condition
1	The development hereby permitted shall be begun before the expiration of three years from the date of this permission. Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2	<p>The development hereby permitted shall be constructed in accordance with the materials specified on the approved drawings or such other materials as may be agreed in writing by the local planning authority.</p> <p>Reason: To ensure a satisfactory appearance to the development and to comply with CS 12.</p>
3	<p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>CIL 21br1,2,3,4,5,6,7,8,9,10</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p> <p>Article 35 Statement</p> <p>Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.</p>

Appendix A

Consultation responses

Contaminated Land

To be reported at the meeting.

Appendix B

Neighbour notification/site notice responses

None received.

6. APPEALS UPDATE

A. LODGED

- 4/01065/17/FUL Rothwell
CONSTRUCTION OF GARDEN MACHINERY STORE AND HORSE
FEED STORAGE AREA.
WITCHCRAFT HILL, RINGSHALL DRIVE, LITTLE GADDESSEN,
BERKHAMSTED, HP4 1NT
[View online application](#)
- 4/01108/18/FHA Wyatt
NEW OUTBUILDING FOR GARAGING, STORE AND HOBBY ROOM
ANDROS, DUCKMORE LANE, TRING, HP23 6JP
[View online application](#)
- 4/01826/18/FHA McCarron
LOFT CONVERSION, VELUX ROOF WINDOW TO FRONT
ELEVATION, TWO DORMER WINDOWS TO REAR ELEVATION.
36 CHARLES STREET, BERKHAMSTED, HP4 3DH
[View online application](#)
- 4/01969/18/FHA Bhimji
CONSTRUCTION OF A WALL AND GATE
7 BIRTCHNELL CLOSE, BERKHAMSTED, HP4 1FE
[View online application](#)

B. WITHDRAWN

- 4/00091/18/ENA Peters
APPEAL AGAINST ENFORCEMENT NOTICE - COMMERCIAL USE
OF LAND AND METAL FRAMED BUILDING
LAND ADJ. TWO BAYS, LONG LANE, BOVINGDON, HP3 ONE
[View online application](#)

C. FORTHCOMING INQUIRIES

None

D. FORTHCOMING HEARINGS

None

E. DISMISSED

4/03329/17/ENA Ellisdon
APPEAL AGAINST ENFORCEMENT NOTICE - ROADWAY
THE HOO, LEDGEMORE LANE, GREAT GADDESSEN, HEMEL
HEMPSTEAD, HP2 6HD
[View online application](#)

An appeal was lodged against the Enforcement Notice served in respect of the construction of a new road, compound/turning area and earth bund. The appeal was made under grounds (a), (b), (c) and (f). All grounds of appeal were dismissed, resulting in the refusal of the deemed planning application and the upholding of the Enforcement Notice and its requirements.

In terms of the ground (b) appeal ('whether the breach has occurred') the Inspector commented on the aerial photos submitted by the Council and the lack of evidence submitted by the appellant. The Inspector noted some historic 'wear' along part of the current route of the road/track, but stated that this was simply a 'route for access', very different to a constructed farm track. The Inspector concluded that this is new development that did not exist previously.

In respect of the ground (c) appeal ('whether this is a breach of planning control') the Inspector concluded that the works involved (significant total length and width) constituted a substantial engineering operation. The Inspector agreed with the Council that the works are also not permitted development within the GPDO.

In respect of the ground (a) appeal ('the deemed planning application') the Inspector concluded that the development represents an unacceptable risk to ground conditions and the wider environment in terms of the use of potentially contaminated materials, that it results in significant harm to the character and appearance of the countryside and diminishes the scenic beauty of the AONB, and that it results in harm to the setting of the Grade II* listed building, The Hoo. As such the development conflicts with the stated Local Plan and NPPF policies.

Finally, in terms of the ground (f) appeal ('that the requirements of the Notice are excessive') the Inspector found that it cannot be excessive for the notice to require the removal of the development in order to remedy the breach, as any lesser steps would not fully remedy the breach. The Inspector stated that the appellants are best placed to know what condition the land was in prior to the breach and therefore the extent of the necessary remedial works, and as such rejected the appellant's claim that this was a vague requirement.

F. ALLOWED

None

