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DEVELOPMENT MANAGEMENT AGENDA

THURSDAY 13 DECEMBER 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 Riddick
Councillor Bateman	Councillor Ritchie
Councillor Birnie	Councillor Whitman
Councillor Clark	Councillor C Wyatt-Lowe (Vice-Chairman)
Councillor Conway	Councillor Fisher
Councillor Maddern	Councillor Tindall
Councillor Matthews	

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) 4/02249/18/MFA - DEMOLITION OF EXISTING BUILDINGS, CONSTRUCTION OF 17 DWELLINGS (CLASS C3) AND ONE RETAIL (CLASS A1 SHOP) UNIT AND PARISH STORE ROOM, FORMATION OF LAYBY TO CHAPEL CROFT AND ALTERATIONS TO VEHICLE AND PEDESTRIAN ACCESSES - GARDEN SCENE CHIPPERFIELD, CHAPEL CROFT, CHIPPERFIELD, KINGS LANGLEY, WD4 9EG (Pages 5 - 173)

6. ARTICLE 4 AREAS FOR PROTECTING DACORUM'S EMPLOYMENT AREAS

(Pages 174 - 194)

7. APPEALS (Pages 195 - 200)

4/02249/18/MFA	DEMOLITION OF EXISTING BUILDINGS, CONSTRUCTION OF 17 DWELLINGS (CLASS C3) AND ONE RETAIL (CLASS A1 SHOP) UNIT AND PARISH STORE ROOM, FORMATION OF LAYBY TO CHAPEL CROFT AND ALTERATIONS TO VEHICLE AND PEDESTRIAN ACCESSES
Site Address	GARDEN SCENE CHIPPERFIELD, CHAPEL CROFT, CHIPPERFIELD, KINGS LANGLEY, WD4 9EG
Applicant	Marchfield Homes Ltd, Chells Manor
Case Officer	Intan Keen
Referral to Committee	Contrary views of Parish Council and subject to a Councillor call in

1. Recommendation

1.1 That the application shall be delegated with a view to approval subject to the completion of a Section 106 agreement and subject to the conditions set out below.

2. Summary

2.1 The proposal for the redevelopment of the site (former garden centre and other related uses) with 17 residential units and a replacement shop would be acceptable noting the site's allocation for housing under the Site Allocations Statement adopted in July 2017. Whilst the site would represent development above the stated net capacity of 12 dwellings, it should be noted this figure should not be applied as maxima, and the planning benefits of the scheme would tilt the balance in favour of the additional provision of housing in this location.

2.2 The proposed layout and detailed design would ensure that the development would provide sufficient on-site parking provision, would conserve and enhance the character and appearance of the Chipperfield Conservation Area, and would achieve acceptable living conditions within the development and would not result in harm to neighbouring properties when compared with existing conditions.

2.3 It follows the proposal would accord with the aims of Policies CS1, CS2, CS3, CS8, CS11, CS12, CS17, CS18, CS19, CS25 and CS27 of the Dacorum Core Strategy 2013, and saved Policies 45, 58, 99, 111 and 120 of the Dacorum Borough Local Plan 1991-2011, and relevant provisions of the National Planning Policy Framework 2018.

3. Site Description

3.1 The application site is a roughly rectangular parcel of land with a wide frontage to the northern side of Chapel Croft providing the site's main access point and secondary access from Croft Lane to the east. The site comprises a number of large, low-level buildings which have historically served a number of uses, the main being a garden centre and garden machinery repairs and workshops, which ceased around September 2018. A small store incorporating a post office currently operates from the site.

3.2 The side boundaries of the site are staggered and mostly to the north, east and west are flanked by semi-detached or detached dwellings including along Croft Lane

and Chapel Croft. Alongside part of the site's western boundary is a tile yard and dense woodland to the site's northern interface. The main access to the site is via Chapel Croft, shared with the tile yard and other residential units outside the site.

3.3 A series of site visits were carried out to neighbouring properties on Croft Lane as part of the assessment of this application. Existing buildings and structures, including canopies, are readily visible from the rear windows and gardens of neighbouring properties above intervening fencing and vegetation.

3.4 In terms of public realm, existing buildings on the site are most prominent from Chapel Croft, and the southern portion of the site fronting Chapel Croft lies within the Chipperfield Conservation Area. Within this street scene the village store building is set behind a deep footpath and landscaped frontage beyond, the building itself slightly set down from road level. Built form within Chapel Croft is predominantly two-storey with some chalet elements and as such the existing building is low level and gains its prominence as a result of the site's relatively wide frontage.

4. Proposal

4.1 Planning permission is sought for the demolition of existing buildings and the construction of 17 dwellings (Class C3), also proposing to replace the single retail (Class A1 shop) unit. Highway works form part of the proposals, including alterations to vehicle and pedestrian accesses and formation of a layby to Chapel Croft immediately in front of the site. Private parking provision totalling 52 spaces would be accommodated within the site.

4.2 The proposal is based on amended plans which were subject to formal consultation on 20 November 2018. The main amendments relate to:

- Relocation of Plots 4 to 6 and courtyard parking spaces further west to enable greater separation from eastern boundary;
- Greater provision of intervening landscaping along eastern boundary;
- Revisions to roofing materials to building fronting Chapel Croft (plain clay tiles and slates) and addition of chimney;
- Revisions to ground floor bay window design to principal elevation of Plot 7;
- Addition of cycle hoops in front of the replacement shop;
- Reinstatement of dropped kerb to The Nurseries (to facilitate formation of proposed layby) off Chapel Croft.

4.3 Additional information was also supplied, including photomontages along Chapel Croft and details of bird and bat boxes.

4.4 The following dwelling mix is sought:

- Three one-bedroom apartments;
- One two-bedroom terraced dwelling;
- Six three-bedroom terraced dwellings;
- Three four-bedroom detached dwellings; and
- Four five-bedroom detached dwellings; including
- Six affordable housing units.

4.5 Private amenity areas would be located to the rear of dwellings (with the exception of the flats) and would be provided at 11.5m in depth. Parking would be provided within courtyards or within the curtilages of individual dwellings, including garages to the detached dwellings.

4.6 A formal screening opinion has not been sought however it is considered that the development, which would fall under Category 10b of the EIA Regulations, would not represent EIA development.

5. Relevant Planning History and Background

5.1 There is no relevant application history on the site.

5.2 It is noted that the pre-application advice has been provided on several redevelopment schemes on the site. It is important to note that the purpose of pre-application advice is to guide development and resolve any issues, and such advice had been supplied without the benefit of a full consultation, including to technical consultees.

5.3 Additionally, it is important to note that since the initial pre-application in 2014, at the time of assessment of this scheme the site was not allocated for housing and was designated Green Belt. The considerations therefore differ in terms of the principle of development and assessing the quantum of development than the current proposal bearing in mind recent changes in local and national policy (as a result of the Site Allocations adopted in July 2017 and the release of the National Planning Policy Framework in July 2018).

6. Policies

6.1 National Policy Guidance

National Planning Policy Framework 2018
National Planning Practice Guidance

6.2 Site Allocations Statement July 2017

Proposal H/21 Garden Scene Nursery

The application site does not currently form part of a designated neighbourhood plan area.

6.3 Dacorum Core Strategy (2013)

NP1 - Supporting Development
CS1 - Distribution of Development
CS2 - Selection of Development Sites
CS3 - Management of Selected Sites
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 the Public Realm
CS17 - New Housing
CS18 - Mix of Housing
CS19 - Affordable Housing
CS25 - Landscape Character
CS27 - Quality of the Historic Environment
CS29 - Sustainable Design and Construction
CS31 - Water Management
CS32 - Air, Soil and Water Quality
CS35 - Infrastructure and Developer Contributions

6.4 Saved Policies of the Dacorum Borough Local Plan 1991-2011

10 - Optimising the Use of Urban Land
12 - Infrastructure Provision and Phasing
13 - Planning Conditions and Planning Obligations
18 - The Size of New Dwellings
21 - Density of Residential Development
45 - Scattered Local Shops
51 - Development and Transport Impacts
57 - Provision and Management of Parking
58 - Private Parking Provision
99 - Preservation of Trees, Hedgerows and Woodlands
100 - Tree and Woodland Planting
111 - Height of Buildings
119 - Development Affecting Listed Buildings
120 - Development in Conservation Areas

6.5 Supplementary Planning Guidance / Documents

- Environmental Guidelines (May 2004)
- Water Conservation & Sustainable Drainage (June 2005)
- Planning Obligations (April 2011)
- Affordable Housing (Jan 2013)
- Chipperfield Village Design Statement

6.6 Advice Notes and Appraisals

- Sustainable Development Advice Note (March 2011)
- Conservation Area Character Appraisal for Chipperfield

7. Constraints

Proposal H/21 under Site Allocations
Selected small village in the Green Belt
Chipperfield Conservation Area
Proximate to listed buildings
CIL Zone 2

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, together with a summary of grounds of objection raised. The amended plans submission includes a letter from the applicant's agent addressing the points raised within consultation responses and has also been included at Appendix B.

8.3 There are two reasons for referral of the application to the Development Management Committee. One is the contrary views of Chipperfield Parish Council, objecting to the proposal on the following grounds (comments summarised):

- Inappropriate density within a small village, contrary to Policy CS6 and paragraph 145 of the Framework;
- Site allocation Proposal H/21 makes provision for a maximum of 12 dwellings, contrary to paragraph 144 of the Framework;
- Development would give rise to transport issues and would provide insufficient on-site parking, contrary to paragraphs 102, 103 and 105 of the Framework;
- Height of development (half a storey greater than adjacent building at The Nurseries) would be contrary to paragraph 118 of the Framework;
- Impact of light pollution on ancient woodland to the north-west of the site, contrary to paragraph 180 of the Framework;
- Impact of development on the conservation areas and views within it;
- Impact on existing foul sewage and surface water drainage;
- Lack of provision of a turning head at the end of the cul-de-sac to be created off Croft Lane.

8.4 The other reason for referral to committee is due to a call in by Councillor Graham Barrett if minded to grant for the following reasons:

- Overdevelopment of the site which as a consequence has insufficient parking;
- Two and a half storey proposal fronting Chapel Croft would be out of keeping with the surrounding area and contrary to the Chipperfield Village Design Statement.

9. Considerations

Main issues

9.1 The main issues of relevance to the consideration of this application are:

- Policy and principle
- Quantum of development
- Traffic, access and parking
- Impact on heritage assets and street scene
- Impact on neighbouring properties
- Contaminated land
- Flood risk and drainage
- Ecology

- Affordable housing and Community Infrastructure Levy
- Infrastructure

Policy and principle

Housing supply

9.2 Redevelopment of the site for residential purposes is acceptable noting the site's strategic allocation for housing under Proposal H/21, covering the full 0.7 hectares of the site, as part of the Site Allocations (adopted in July 2017).

9.3 The provisions of Policy CS17 of the Core Strategy are relevant in the determination of the application; where the former seeks to maintain a five year supply of housing. Paragraph 14.9 of the Core Strategy states that the housing target in Policy CS17 sets a level of housing which the Council expects to achieve and exceed.

9.4 Paragraphs 59 and 68 are key to the consideration of the proposals, specifically the latter which states small and medium sites can make an important contribution to meeting the housing requirement of an area, and to promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes. The proposal for housing within the village of Chipperfield would contribute to achieving this aim.

Green Belt policy considerations

9.5 Previously, within the Dacorum Borough Local Plan 1991-2011 (adopted 2004) the site was allocated as Green Belt, the southern part of which lies within the designated village boundary. Subsequently the above-mentioned Site Allocations added the entire site to the village envelope under VB/1 (Garden Scene Nursery, Hermes and The New Bungalow) and reallocated the site for housing under Proposal H/21. As a result of the site's reallocation, the provisions of Section 13 (Protecting Green Belt land) of the Framework and Policy CS6 (Selected Small Villages in the Green Belt) of the Core Strategy shall not apply. Notwithstanding the stated net capacity of 12 dwellings of the 0.7 hectare allocated site, the suitability of the site for 17 residential units and one retail unit (Class A1) shall be considered in the following sections.

Non-residential uses

9.6 The site is not a designated employment area and as such the loss of the existing garden centre use and machinery repairs and workshops would not raise any policy objections.

9.7 Additionally, the temporary loss of one of the two stores serving Chipperfield village during redevelopment (including clearance) of the site would also not raise concern under saved Policy 45 of the Local Plan, which discourages the loss of individual local shops unless there is another shop similar in use available for customers within convenient walking distance. The village would also be supported by the existing shop located within 100m east of the site on Chapel Croft, and therefore temporary loss of the existing shop on the site would not conflict with the aims of the above policy or objectives of Proposal H/21 which seeks to retain the existing local

retail use. If granted, planning permission shall be subject to a condition requiring details of phasing of construction to ensure delivery of the retail (Class A1) unit.

Sustainable development

9.8 The Framework, under paragraph 8, identifies that there are three dimensions to sustainable development: social, economic and environmental. These are considered below.

- *Social benefits*

9.9 The social benefits of this scheme would include a contribution towards making up the supply of housing in the Borough, thereby facilitating the Government's aim of significantly boosting the supply of housing (paragraph 59 of the Framework). Substantial weight shall be attributed to this factor in support of the application. Additionally, affordable housing at 35% shall be provided on-site as part of the development and in accordance with Policy CS19 of the Core Strategy. The scheme would retain one of two stores in the village, retaining the community focus on Chapel Croft. Highway works are also proposed to improve highway and pedestrian safety surrounding the two accesses serving the site.

9.10 The scheme would retain one of two stores in the village, not only retaining the community focus on Chapel Croft, also would be within convenient walking distance to residential properties within the development and moderate weight shall be attached to this factor.

9.11 It is acknowledged that the development would be removed from practical modes of public transport, notwithstanding bus services that operate in the immediate area (bus stop on Chapel Croft to the east). It is therefore anticipated that there would be a reliance on the private car due to the services available in the village and the distance and physical constraints to Kings Langley and larger settlements. Given the number of units within its context, limited weight is attached to this factor.

- *Economic benefits*

9.12 The economic benefits of the scheme would include the creation of construction jobs in the short-term. Residents of the development would support the local facilities including the shops, including the retail unit proposed on the site. It is therefore considered the proposal will have some positive benefits and would be considered sustainable from an economic perspective.

- *Environmental benefits*

9.13 From an environmental perspective, it is noted that the application site is considered as brownfield land, the majority of which is covered by hardstanding or buildings, as such the development would not compromise protected species. In fact, the proposal would represent a benefit in terms of a reduced site coverage. It is also noted that the development would result in a decrease in traffic movements to and from the site. In visual terms, the development is considered to respond appropriately to the Chipperfield Conservation Area and this also weighs in favour of the proposal.

9.14 Substantial weight is given to the development of a brownfield site, and a site that lies within an existing settlement. Additionally through redevelopment of the site would present an opportunity to remediate contaminated land. Substantial weight is given to these factors (under paragraph 118(c) of the Framework).

Conclusion

9.15 As a result of the proposed development, benefits would be realised across the three objectives outlined above, and therefore the redevelopment of the site currently sought would tilt the balance in favour of housing provision of 17 units on this site, five units above the stated net capacity under Site Allocations Proposal H/21 together with the replacement shop.

9.16 Taking the above into consideration with regards to the site's particulars and allocation status, it is considered that the principle of the development is acceptable, subject to the satisfactory addressing of other planning considerations which shall be detailed below.

Quantum of development

9.17 The relevant aspects relating to the amount of building proposed on the site shall be discussed below.

Density

9.18 There is various guidance with respect to density that is applicable to the current proposal, including:

- Site Allocations stipulating a net housing capacity of 12 units on 0.7 hectares (application form states site area measures 0.75 hectares);
- Paragraph 127(e) of the Framework (Section 12 Achieving well-designed places) which seeks to ensure developments optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development;
- Paragraph 123 of the Framework (Section 11 Making effective use of land) echoes the above, in cases where there is an existing or anticipated shortage of land for meeting identified housing needs;
- Policy CS11 of the Core Strategy seeks to ensure development respects the typical density intended in an area;
- Policy CS12 of the Core Strategy requiring development to respect adjoining properties in terms of layout (amongst other things);
- Policy CS18 of the Core Strategy encourages housing development to comprise a range of housing types, sizes and tenures;
- Saved Policy 10 of the Local Plan (b) states general building development should be designed to achieve the maximum density compatible with the character of the area;
- Saved Policy 21 of the Local Plan which specifies residential densities will generally be expected to be in the range of 30 to 50 dwellings per hectare net;

9.19 The proposal would result in a numerical density of 24 dwellings per hectare across the whole site. Importantly, numerical density is one factor to be considered and balanced against others when assessing the quantum of development on the site.

The development would appropriately respond in density terms to immediately adjoining development including the front part of the site (accessed from Chapel Croft), which would not exceed that of the existing development along Croft Lane directly east of the site, from The Nurseries to Mayleaves (in the order of 34 dwellings per hectare). The rear portion of the site would contain a lower density pattern of development (to be occupied by plots 8 to 13) to allow a softer transition to the agricultural fields to the north west and the edge of the village boundary.

9.20 Notwithstanding the net housing capacity of 12 homes proposed at H/21 under the Site Allocations Statement, the numerical density of the development would not exceed that which exists in the area. Further, the Site Allocations also states that the net capacity figures specified provide an estimate of expected capacity and should not be treated as maxima. It goes on to state that final dwelling capacities will be tested through the planning application process, where detailed schemes will be expected to demonstrate compliance with specified planning requirements and other relevant policies and guidance.

9.21 Section 11 of the Framework (Making effective use of land) is relevant in the consideration of the proposal. Reference is made to paragraph 18 which states that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs and should promote and support the development of under-utilised land and buildings.

9.22 Also of relevance is Policies CS2 and CS3 of the Core Strategy. Amongst other things, Policy CS2 seeks to ensure the most effective use of land and is consistent with the above.

9.23 Consequently the proposal would accord with aims under local and national policy with respect to making effective use of the site area, taking into consideration the surrounding built environment.

9.24 It is important to note that Strawplait Barn which recently received planning permission for a dwelling, does not form part of the application site nor is it identified as part of the allocated site under Proposal H/21.

Layout

9.25 The layout of the site is dictated by access requirements, particularly the provision of a through route from the existing main access to the dwellings to the rear of Chapel Croft (including The New Bungalow and Elm Cottage, and others which benefit from a right of access). The site is also required to maintain the existing right of way from Croft Lane through the rear portion of the site to the agricultural land directly north-west. This has resulted in the grouping of buildings across the site.

9.26 The placement of a single mixed use building to Chapel Croft, comprising the replacement shop, three flats and an attached dwelling, would respond appropriately to the spacious pattern of development that occupies a large part of the northern side of Chapel Croft and would reflect existing conditions on the site (which currently contains a post office / shop and garden machinery shop).

9.27 Courtyards are encouraged under the Chipperfield Village Design Guide and has been incorporated through the grouping of buildings. This is evident with the front

building presented to Chapel Croft comprising the retail unit, three apartments and the attached two-bedroom dwelling (Plots 14 to 17). The middle portion of the site would incorporate a courtyard created by two short terrace rows (units 1 to 6) and also by detached dwellings (Plots 8 to 10) at the head of Croft Lane. The detached dwelling at unit 7 would appropriately terminate the drive down Chapel Croft.

9.28 The building separation to the boundary shared with rear gardens of properties on Croft Lane has increased. Additionally, the building bulk has been concentrated around courtyards instead of a large expanse of building across the site when perceived from the east of the site. Building sprawl across the site has been reduced where Plots 11 to 13 would replace the large greenhouse structure to the rear adjacent to open rear gardens and the agricultural field.

9.29 Whilst parking provision is detailed in a later section, it is considered that the proposal would achieve an appropriate balance between on-site parking and soft landscaping areas resulting in a decrease in hardstanding across the site.

9.30 No layout concerns have been raised by Hertfordshire Crime Prevention Design with regards to the car parking area to the rear of the front building. An acceptable level of surveillance would be achieved by the surrounding units to this area.

9.31 Desire for provision of a pedestrian through-route linking the rear units to the front of the site (to be occupied by the replacement shop). However, from a safety perspective, Hertfordshire Crime Prevention Design has advised against this as it would compromise the safety of rear gardens within the development.

Residential amenity

9.32 Rear gardens within the proposed development would achieve or exceed the local 11.5m depth standard set out under saved Appendix 3 of the Local Plan in at least one direction, with the exception of Plots 4, 6 and 14, the last of which is a two-bedroom dwelling. Plots 4 and 6 have garden depths of 11m and 10.2m respectively, which would not raise concerns given in area terms would be commensurate with sizes of rear gardens of some properties on Chapel Croft (Shalon and Wansfell for example). As such this would not give rise to concerns surrounding the amenity of these plots given the pattern of development adjacent and noting the recreational opportunities that exist within Chipperfield and its network of public footpaths.

9.33 A minimum distance of 23m would be met between the main elevations (first floor windows) of dwellings within the development with the exception of front elevations facing one another for which there is no specified separation distance.

9.34 The development would accord with the aims of Policies CS11 and CS12 of the Core Strategy and would not conflict with the objectives of the Chipperfield Village Design Guide.

Traffic, access and car parking

9.35 Parking provision would be met on-site for the residential units to the maximum standard set out under saved Appendix 5 of the Core Strategy, and would be exceeded for the retail unit, as follows:

Chapel Croft (Plots 7, 14 to 17 and shop)

- Three one-bedroom units at 1.25 spaces per dwelling - 3.75 spaces;
- One two-bedroom unit requiring 1.5 spaces;
- One five-bedroom unit requiring 3 spaces (within curtilage);
- 90m² retail unit at one space per 30m² - 3 spaces;
- A total of 17 spaces (excluding parking bay for Parish store) has been provided noting a maximum requirement of 11.25 spaces.

Courtyard (Plots 1 to 6)

- Six three-bedroom units at 2.25 spaces per dwelling (13.5 spaces) - 13 provided within open courtyard

Croft Lane (Plots 8 to 13)

- Two four-bedroom and four five-bedroom units at 3 spaces per dwelling - provision of 18 spaces would meet the standard and provided within individual curtilages as appropriate.

9.36 Saved Policy 58 of the Local Plan requires justification for provision of parking above the maximum standard. In this particular respect greater weight is attached to paragraph 106 of the Framework which sets out the maximum standards should only be set where there is clear and compelling justification that they are necessary for managing the local highway network, or for optimising the density in city and town centres and other locations that are well served by public transport. Given the location of the site within the village which is served only by buses it is not considered that justification for exceeding local maximum standards is required. The parking provision is considered to strike an appropriate balance between the anticipated demands of the development and maintaining the character of the surrounding area.

9.37 No objection has been raised from the highway authority with respect to utilising the two existing accesses which were expected to continue under Proposal H/21. Improvements have been sought with respect to the accesses to improve highway and pedestrian safety where details shall be reserved by condition. It is noted that the access off Croft Lane should maintain the existing through-route to the adjacent fields. The ownership of this right of access is not a material planning consideration and therefore shall not restrict the grant of planning permission.

9.38 Similarly the highway authority did not raise objection with regards to traffic movements generated by the proposal. A decrease in traffic movements would result which would be a benefit in terms of highway safety on the surrounding road network.

9.39 As such the proposal would accord with the aims of Policies CS8 and CS12 of the Core Strategy and saved Policy 58 in this regard.

Impact on heritage assets and street scene

9.40 There are various aspects of the proposal to consider noting the site's planning constraints and these are detailed below.

Building height

9.41 Objectives for Proposal H/21 also seek a mix of two-storey housing. The development is predominantly two-storey, however concern has been raised with respect to the flatted element of the scheme, in particular its two and a half-storey appearance from Chapel Croft. This is as a result of utilising the roof space to accommodate the one-bedroom flat at Plot 17. When viewed from Chapel Croft the gable window and flank roof lights would be perceived, however openings serving Plot 17 would be small in size and suitably spaced, consisting mostly of roof lights and would therefore be read as minor features on the building.

9.42 In height terms the flats would measure approximately 9.25m compared with the adjacent two-storey building at The Nurseries (directly east) at 8m. The height difference is acknowledged, however this would not raise any objection as the chalet-style of Plot 14 together with the building separation from the eastern boundary would provide an appropriate transition between the building profiles of the flats and the existing dwelling at The Nurseries.

Impact on Chipperfield Conservation Area

9.43 Proposal H/21 under the Site Allocations requires a high quality scheme noting the site's partial location within the Chipperfield Conservation Area. It is considered that the development has achieved this. No objection has been raised with respect to the loss of the existing buildings on the site.

9.44 As alluded to above, building height and overall bulk and massing is considered to be acceptable noting the mix of development along Chapel Croft consisting of detached, semi-detached and terraced dwellings. From Chapel Croft the flatted element, the short terraces immediately behind and the detached dwelling (Plot 7) at the head of the drive would add to the existing strong variety of building types and sizes. In particular the elevations facing Chapel Croft would feature a mix of building heights with gable projections, minor recesses, solid to void ratios within elevations and chimneys to add interest when viewed from the street and within the development itself. Roof pitches would be traditional with slight pitch variations adding further interest whilst unifying all buildings within the development with recurring gable features. As such the detailed design of the development is considered to accord with the general principles set out within the Chipperfield Village Design Guide.

9.45 Colour elevations have been supplied for the individual buildings and these demonstrate that the scheme provides a mixed palette of materials which are reflective of the village's character and of buildings found within the Chipperfield Conservation Area. A condition shall be placed on any planning permission requiring details of materials, brickwork and joinery to ensure the design detail would achieve a suitable level of integration within the surrounding area.

Impact on nearby listed buildings

9.46 There are a row of listed buildings located south-east of the site including Rose Cottage and the terrace row on Chapel Croft at the head of the junction with Croft Lane. The submitted photomontage demonstrates that the proposed development, due to its location on the opposite side of the road and its setback from the frontage, would not harm the setting of these listed buildings.

Impact on trees

9.47 A tree protection plan and tree constraints plan has been submitted as part of the application. Overall, three trees would be removed to make way for the proposal; a Crab Apple tree, a Golden Yew and a Hazel tree. All of these trees have been identified as in poor condition and so it is considered their removal would not be detrimental to the character of the surrounding area. All other existing trees on site are to be retained and protected during construction by the methods stated within the submitted tree protection plan which include protection fencing and specific 'no dig' construction strategies.

9.48 14 new trees are proposed on site and so it is considered that the development would benefit the site in terms of landscape character. The Council's Trees and Woodlands were consulted on the application and no objections were raised in regards to the proposed tree removals when balanced against the number of new trees that were being proposed. However, a planting scheme with details of new species planting, planting methods, and an aftercare regime was requested which shall be reserved by condition if planning permission is granted.

Croft Lane

9.49 The development would be set back from Croft Lane however Plot 10 and the small courtyard formed by Plots 8 to 10 would provide a suitable visual termination from this viewpoint. Due to their location behind the rear gardens of existing dwellings on Croft Lane, the development would not appear overly prominent from this perspective and represent a visual improvement compared with existing conditions.

9.50 Based on the above, the development would achieve a comfortable degree of compatibility with the surrounding area and would therefore accord with the aims of Policies CS11, CS12, CS25 and CS27 of the Core Strategy and saved Policies 99, 111 and 120 of the Local Plan.

Impact on neighbouring properties

9.51 In general terms the proposed redevelopment would group buildings and provide a greater level of open space and soft landscaping that would assist in breaking up building bulk from the perspective of neighbouring properties and soften the development. Specific sensitive interfaces and considerations are detailed below.

Croft Lane

9.52 The neighbouring dwelling at Rosetas would have a direct view of the flank wall of the end-of-terrace dwelling at Plot 4, where there would be a distance of 15m between the two (increased through the amended plans submission), compared with the single-storey structures currently visible from the rear garden and ground floor rear windows of this neighbouring property. The development would not breach the 25° from the midpoint of ground floor windows at Rosetas which can be assessed on the submitted cross-section, demonstrating the development would not result in an adverse loss of light to this neighbour. The roof form of Plot 4 would also be set down from that of the main terrace to further break up the building bulk from this perspective.

9.53 The dwelling at Oakland would have a direct line of sight of Plot 9, however visual relief would be provided by this building's relatively narrow flank elevation and the width of its rear garden would ensure there would be sufficient relief from buildings that the proposal would not give rise to visual intrusion or loss of light.

9.54 There would be a perpendicular relationship between Shalon and Plot 14 which would not raise overlooking concerns given the location of the first floor window within the gable on the far side of the northern elevation of this unit.

Other neighbouring properties

9.55 Dwellings at The Nurseries, Middle Oak, The New Bungalow and (approved) Strawplait Barn feature main elevations that do not directly face the application site and therefore the proposal would not harm the residential amenities of these dwellings.

Overlooking

9.56 As alluded to above, the 23m standard is applied between first floor windows of private elevations (and is generally a back-to-back distance) to prevent unreasonable levels of overlooking. The proposal would present blank flank elevations to existing residential properties on Croft Lane and behind Chapel Croft. Consequently, whilst buildings may be sited within 23m of neighbouring windows, due to the absence of windows within the nearest elevations this would not give rise to overlooking concerns.

Chapel Croft

9.57 When assessing the impact on dwellings to the south on the opposite side of Chapel Croft, it is noted that there is no front-to-front distance under local guidance as views of dwellings can be obtained from the road frontage. In any case the road reserve and the setback of the front building would ensure that the 23m standard would be exceeded relative to dwellings to the south.

Noise

9.58 The amended plans show an increase in the separation of the courtyard parking area (serving Plots 1 to 6) and would provide sufficient space for planting and the implementation of noise mitigation measures so that the development would not give rise to noise concerns relative to the nearest neighbours at The Briars, Stoneycroft and Wansfall (Croft Lane).

9.59 It follows the proposal would not compromise the residential amenity of existing dwellings with respect to visual intrusion, loss of light, overlooking or general disturbance and would therefore accord with Policy CS12 of the Core Strategy.

Contaminated land

9.60 The Council's Environmental and Community Protection department were consulted on the proposal and raised no objection to the original scheme were raised with regards to land contamination. However due to identified former potentially contaminative land uses on the site, standard contaminated land conditions and informatives shall be placed on any planning permission given the sensitivity of the proposed land use in accordance with Policy CS32 of the Core Strategy.

Flood risk and drainage

9.61 Concerns have been raised by the Parish Council with regards to foul and surface water drainage and their impacts on the existing infrastructure on site. The developer has approached Thames Water for pre-planning advice whose response is contained within the submitted drainage strategy. In their response, Thames Water confirmed that there would be sufficient foul and surface water capacity in their sewerage network to serve the development. The process of connecting new drainage systems to the existing sewer network is subject to a separate application process through Thames Water and therefore is not subject to significant consideration under this application.

9.62 Conditions would be placed on any grant of planning permission which would ensure that the development would be carried out in accordance with the submitted drainage strategy, that no development would take place until the final design of the drainage scheme is submitted to and approved by the local planning authority, and that upon completion of the drainage works a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved by the local planning authority.

9.63 Due to the above, no objection is raised in relation to flood risk and drainage in accordance with Policies CS31 and CS32 of the Core Strategy.

Ecology

9.64 The preliminary ecological appraisal, conducted by The Ecology Partnership, which was submitted with the application found there to be a low likelihood of the presence of protected species on site. In summary, the site does not contain any ponds and is separated from the nearest located ponds by infrastructure meaning it is unsuitable for Great Crested Newts.

9.65 Concerns were raised during the consultation process in relation to the potential presence of dormice on site. The Preliminary Ecological Appraisal has determined that while the habitats on site have the potential to support this species, due to the lack of connectivity to any significant compartment of suitable off-site habitat, small area of on-site habitat and lack of recent records in the vicinity of that site, it is considered unlikely that dormice are present and no further surveys were recommended.

9.66 With respect to bats, the buildings were considered unsuitable, although the western hedgerow / treeline could provide commuting opportunities and as such this could be protected from direct lighting during construction. Hertfordshire Ecology has also confirmed that there are no reports or protected species from the site and that the site is predominantly comprised of hardstanding.

9.67 Furthermore, the proposal would result in a reduction in hardstanding and the incorporation of more soft landscaping on site. Construction activities would actively protect biodiversity by following the recommendations set out within the Preliminary Ecological Appraisal and mature trees on site will be retained along with additional planting of 14 trees. The development would also introduce bird and bat boxes onto the new dwellings. The proposal would accord with Policy CS29 of the Core Strategy.

Affordable housing and CIL

9.68 Policy CS19 of the Core Strategy requires 35% of residential units to contribute towards affordable housing provision within the Borough. The development would be required to provide six affordable housing units on site. This level of provision would be secured under a Section 106 agreement where planning permission would not be granted prior to its completion.

9.69 The development would be CIL liable subject to applicable reductions (buildings 'in use) at a rate of £150 per square metre. The proposal would be compliant under Policy CS35 of the Core Strategy. Under the Council's Regulation 123 list, any CIL payment would go towards primary schools and open space, which have been raised as experiencing shortfalls within consultation responses.

Infrastructure

9.70 Concern has been raised during the consultation process with respect to infrastructure capacity. Thames Water were consulted on the application and did not raise objection to the proposal for 17 residential units and the replacement shop on the site. The water authority has their own licensing remit which shall be carried out independently of this planning application. Given the comments received from Thames Water the development would not conflict with the aims of saved Policy 12 of the Local Plan with respect to infrastructure provision.

10. Conclusions

10.1 The principle for redevelopment of the site for residential purposes and the replacement of the existing shop is acceptable noting the policy designation of the site associated with Proposal H/21 under the adopted Site Allocations Statement. It is noted that the net housing capacity of the site as stipulated within the Site Allocations is not a maxima, and the proposal would result in the following planning benefits:

- Meeting an identified need for housing in the Borough and an appropriate mix of units;
- Redevelopment of a largely vacant site within the village;
- Replacement of the existing shop serving the village;
- Provision of on-site affordable housing in line with the requirements of Policy CS19 of the Core Strategy including smaller units;
- Adequate on-site parking provision which accords with the demand-based standards;
- Appropriate spacing between units within the development and relative to existing neighbouring properties;
- Achieving an appropriate balance between hardstanding for car parking and soft landscaping and private amenity areas for dwellings;
- Reduction in traffic movements compared with the existing use;
- Building design and layout would ensure the conservation of designated heritage assets.

10.2 The proposal would therefore accord with the aims of Policies CS1, CS2, CS11, CS12, CS17, CS18, CS19, CS25, CS27 and CS35 of the Dacorum Core Strategy 2013 and saved Policies 45, 58, 99, 111 and 120 of the Dacorum Borough Local Plan

1991-2011.

11. RECOMMENDATION

11.1 That the application be **DELEGATED with a view to APPROVAL** for the reasons referred to above and subject to:

1. The completion of a planning obligation under Section 106 of the Town and Country Planning Act 1990.
2. That the following Heads of Terms for the planning obligation, or such other terms as the Committee may determine, be agreed:

The on-site provision of six affordable housing units

3. 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>Prior to commencement of the development hereby permitted, a Development Phasing Plan shall be submitted to and approved in writing by the local planning authority. The Development Phasing Plan shall include details of and timeframes for:</p> <p>the removal of the existing buildings to be demolished; the reinstatement of the existing Class A1 (shop) use on the site and timeframes for its closure during construction works; any phasing plans for construction across the site.</p> <p>The development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure a sufficient amount of retail space within the village in accordance with saved Policy 45 of the Dacorum Borough Local Plan 1991-2011 and to provide certainty with respect to Community Infrastructure Levy charging timeframes.</p>
3	<p>The retail Class A1 unit hereby approved shall only be used for Class A1 uses and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification and for no other purpose permitted under Part 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).</p> <p>Reason: To ensure a sufficient amount of shopping facilities within the village in accordance with saved Policy 45 of the Dacorum Borough Local Plan 1991-</p>

	2011.
4	<p>The trees shown for retention on the approved Tree Protection Plan (prepared by David Brown Landscape Design, dated August 2018) shall be protected during the whole period of site clearance, excavation and construction by the erection and retention of protective fencing positioned beneath the outermost part of the branch canopy of the trees. In areas where tree protection fencing does not sufficiently cover Root Protection Areas, the use of 'No-Dig' construction methods shall be incorporated to minimise the impact to trees proposed for retention, unless otherwise agreed in writing by the local planning authority.</p> <p>Reason: In order to ensure that damage does not occur to the trees during building operations in accordance with Policies CS12, CS25 and CS27 of the Dacorum Core Strategy 2013 and saved Policies 99 and 120 of the Dacorum Borough Local Plan 1991-2011.</p>
5	<p>In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of five (5) years from the date of the occupation of the building for its permitted use.</p> <p>(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998: 1989 Recommendations for Tree Work.</p> <p>(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.</p> <p>(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of 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, CS25 and CS27 of the Dacorum Core Strategy 2013 and saved Policies 99 and 120 of the Dacorum Borough Local Plan 1991-2011.</p>
6	<p>Construction of the buildings hereby permitted shall not 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, including to the access roads (taking into consideration that access roads would need to act as shared surface road</p>

	<p>providing access for vehicles, cyclists and pedestrians); means of enclosure both within and around the site; location of trees to be retained; 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; proposed finished levels or contours; car parking layouts and other vehicle and pedestrian access and circulation areas, including turning areas for refuse vehicles serving Plots 8 to 13 inclusive shown on Drawing No. 2585 PL03 Rev A (proposed site layout); minor artefacts and structures (e.g. furniture, play equipment, refuse or other 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 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 Policies CS12, CS25 and CS27 of the Dacorum Core Strategy 2013 and saved Policy 120 of the Dacorum Borough Local Plan 1991-2011.</p>
7	<p>Construction of the buildings hereby permitted shall not take place until details of the external surfaces of the development have been submitted and approved in writing by the local planning authority. These details shall include:</p> <p>schedule of external materials, including samples of brick and roof tiles; details of brick bond and mortar; metrically scaled at 1:20 details of joinery and finish; rainwater goods; eaves details.</p> <p>, including samples, of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted 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 and in the interests of the visual amenities of the Conservation Area in accordance with Policies CS12 and CS27 of the Dacorum Core Strategy 2013, saved Policy 120 of the Dacorum Borough Local Plan 1991-2011.</p> <p>Informative: 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>Windows shall be recessed at least 60mm from external building line.</p>
8	<p>Any tree or shrub which forms part of the approved landscaping scheme which</p>

	<p>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.</p>
9	<p>Constructions of the buildings hereby permitted shall not commence until full details in the form of metrically scaled plans and / or written specifications have been submitted and approved in writing by the local planning authority to show the following:</p> <p>kerb radii of 6m at the entrance to both accesses on Chapel Croft and Croft Lane;</p> <p>tactile paving details on the footpath to be provided at both accesses, which shall be in accordance with standards laid out in Guidance on the use of Tactile Paving Surfaces;</p> <p>reinstatement of the existing dropped kerb to Chapel Croft at the front of The Nurseries to a full kerb height;</p> <p>an appropriate level of secure cycle parking to the front of the proposed shop (Class A1); and</p> <p>clarification of the highway boundary to illustrate works which would be required on highway land.</p> <p>Development shall be carried out in accordance with the approved details.</p> <p>Reason: In the interests of highway safety in accordance with Policies CS8 and CS12 of the Dacorum Core Strategy 2013.</p>
10	<p>Development hereby permitted shall not commence until a Construction Management Plan has been submitted and approved in writing by the local planning authority. The Construction Management Plan shall include full details of all proposed construction vehicle accesses, movements, parking arrangements and wheel washing facilities. The approved details shall be implemented throughout the construction programme.</p> <p>Reason: To minimise danger, obstruction and inconvenience to users of the highway in accordance with Policy 57 of the Dacorum Borough Local Plan 1991-2011.</p>
11	<p>No development (including demolition) shall take place until a Site Waste Management Plan has been submitted to and approved in writing by the local planning authority. This shall include information on the types of waste removed from the site and the location of its disposal. The development shall be carried out in accordance with the approved details.</p> <p>Reason: To reduce the amount of waste produced on the site in accordance with Hertfordshire County Council Waste Core Strategy and Development Management Policies Development Plan Document 2012 which forms part of the Development Plan.</p>
12	<p>Development hereby permitted shall be carried out in accordance with the approved Drainage Statement prepared by Fairhurst (reference 103795-100, dated August 2018), including the following mitigation measures detailed within</p>

	<p>the Flood Risk Assessment:</p> <ol style="list-style-type: none"> 1. Limiting the surface water and foul water discharge to a maximum of 2l/s with discharge into the Thames foul water sewer; with the southern plots draining into manhole 4001 to the east of the site at 0.7l/s, and the northern plots into manhole 3003 at 1.3l/s. 2. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event. 3. Undertake drainage strategy to include to the use tanked permeable paving and attenuation tanks as indicated on drainage strategy drawing 103795/2001 Rev A. <p>Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants in accordance with Policies CS31 and CS32 of the Dacorum Core Strategy 2013.</p>
13	<p>Construction of the buildings hereby permitted shall not take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted Drainage Statement prepared by Fairhurst (reference 103795- 100, dated August 2018). The scheme shall also include:</p> <ol style="list-style-type: none"> 1. Exploration of opportunities for above ground features reducing the requirement for any underground storage; and 2. Detailed engineered drawings of the proposed SuDS features including their, location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance climate change event. The plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes. <p>Reason: To ensure the satisfactory disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants in accordance with Policies CS31 and CS32 of the Dacorum Core Strategy 2013.</p>
14	<p>Upon completion of the drainage works a Management and Maintenance Plan for the SuDS features and drainage network must be submitted to and approved in writing by the local planning authority. The scheme shall include maintenance and operational activities; arrangements for adoption and any other measures to secure the operation of the scheme throughout its lifetime.</p> <p>Reason: To ensure the satisfactory disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants in accordance with Policies CS31 and CS32 of the Dacorum Core Strategy 2013.</p>

17	<p>First occupation of the development hereby permitted shall not commence until the proposed accesses and other necessary highway works shall have been completed in accordance with the Hertfordshire County Council residential access construction specification.</p> <p>Reason: In the interests of highway safety in accordance with Policy CS8 of the Dacorum Core Strategy 2013 and saved Policy 57 of the Dacorum Borough Local Plan 1991-2011.</p>
18	<p>First occupation of the development hereby permitted shall not commence until the proposed accesses, on-site car parking and turning areas have been laid out, demarcated, levelled, surfaced and drained in accordance with the approved plans (including details approved under Condition 6) and shall be retained thereafter and shall not be available other than for car parking.</p> <p>Reason: To ensure the adequate and satisfactory provision of off-street vehicle parking facilities in accordance with Policies CS8 and CS12 of the Dacorum Core Strategy 2013 and saved Policy 58 of the Dacorum Borough Local Plan 1991-2011.</p>
19	<p>The development hereby permitted shall not commence until a Phase II Report (Intrusive Site Investigation) to assess the actual or potential contamination at the site has been submitted to and approved in writing by the local planning authority.</p> <p>If the Phase II Report identifies any actual or potential contamination and / or ground gas risks, the Report will need to establish the relevant remediation or protection measures necessary for the site, and 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 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 Policy CS32 of the Dacorum Core Strategy 2013.</p>
20	<p>All remediation or protection measures identified in the Remediation Statement referred to in Condition 19 shall be fully implemented within the timescales and by the deadlines as set out in the approved Remediation Statement. First occupation of the development hereby permitted shall not take place before a Site Completion Report has been submitted to and approved in writing by the local planning authority.</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</p>

	<p>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 Policy CS32 of the Dacorum Core Strategy 2013.</p>
21	<p>Construction of the building containing the retail (Class A1) unit and residential units 14 to 17 (inclusive) on approved Drawing No. shall not take place until a Noise Mitigation Scheme proposing measures against externally generated traffic and mixed use noise has been submitted to and approved in writing by the local planning authority.</p> <p>The mitigation measures as approved under this condition shall be implemented in their entirety prior to the commencement of the use or the first occupation of the development and retained as such thereafter.</p> <p>Reason: To ensure an appropriate level of residential amenity within the development with respect to noise from local traffic and the mixed use nature of the building in accordance with Policy CS12 of the Dacorum Core Strategy 2013.</p>
22	<p>There shall be no installation of building services plant before a plan showing location of all plant and a Noise Impact Assessment in relation to that plant and the impact on residential amenity has been submitted and approved by the local planning authority.</p> <p>Noise emitted by external building services plant and equipment shall not increase the existing typical background at any time when the plant is in operation. The noise emitted shall be measured or predicted at 1.0m from the facade of the nearest residential window.</p> <p>Development shall be carried out in accordance with the approved details.</p> <p>Reason: To safeguard the residential amenities within and adjacent to the site and to conserve and enhance the character and appearance of the Chipperfield Conservation Area in accordance with Policies CS12 and CS27 of the Dacorum Core Strategy 2013 and saved Policy 120 of the Dacorum Borough Local Plan 1991-2011.</p>
23	<p>Prior to first occupation of the development hereby approved, a scheme must be submitted to, and agreed by the local planning authority in consultation with Hertfordshire County Council, for the provision of fire hydrants. The units shall not be occupied until the hydrants serving the buildings have been provided in accordance with the approved details. The fire hydrants must thereafter be retained in association with the approved development.</p> <p>Reason: To provide for a safe means of access for fire and emergency vehicles in accordance with Policy CS12 of the Dacorum Core Strategy 2013.</p>
24	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or re-enacting</p>

	<p>that Order with or without modification) no development falling 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, B and D.</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 including the Chipperfield Conservation Area in accordance with Policies CS11, CS12 and CS27 of the Dacorum Core Strategy 2013 and saved Policy 120 of the Dacorum Borough Local Plan 1991-2011.</p>
25	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order) (with or without modification) the garages hereby permitted shall be kept available at all times for the parking of vehicles associated with the residential occupation of the respective dwellings and it shall not be converted or adapted to form living accommodation.</p> <p>Reason: In the interests of highway safety.</p>
26	<p>Notwithstanding the approved details, external electricity and gas meters shall not be installed on the southern elevations fronting Chapel Croft of the ground floor shop and Units 14, 15, 16 and 17 as shown on Drawing No. 2585 PI03 Rev A (proposed site layout).</p> <p>Reason: To positively conserve and enhance the character and appearance of the Chipperfield Conservation Area in accordance with Policy CS27 of the Dacorum Core Strategy 2013 and saved Policy 120 of the Dacorum Borough Local Plan 1991-2011.</p>
27	<p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>2585 PL01 (site location plan) 2585 PL02 (existing layout) 2585 PL03 Rev A (proposed site layout) 2585 PL04 Rev A (proposed street scenes 1 and 2) 2585 PL05 Rev A (proposed street scenes 3 and 4) 2585 PL10 Rev A (front building floor plans) 2585 PL11 Rev A (front building elevations) 2585 PL12 (plots 1 to 3 floor plans) 2585 PL13 (plots 1 to 3 elevations) 2585 PL14 (plots 4 to 6 floor plans) 2585 PL15 (plots 4 to 6 elevations) 2585 PL16 Rev A (plot 7 floor plans) 2585 PL17 Rev A (plot 7 elevations) 2585 PL18 (plots 8 and 10 floor plans) 2585 PL19 (plots 8 and 10 elevations) 2585 PL20 (plot 9 floor plans) 2585 PL21 (plot 9 elevations) 2585 PL22 (plot 11 floor plans) 2585 PL23 (plot 11 elevations) 2585 PL24 (plot 12 floor plans)</p>

2585 PL25 (plot 12 elevations)
2585 PL26 (plot 13 floor plans)
2585 PL27 (plot 13 elevations)
2585 PL28 Rev A (single garage floor plans and elevations)
2585 PL30 (outbuildings floor plans and elevations)
2585 PL31 (elevation of plot 4 as seen from Rosetas)
2585 PL32 Rev A (cross section through plot 4 and Rosetas)
103795/2000 (Existing Drainage Arrangement)
103795/2001 Rev A (Proposed Drainage Strategy)
Tree Protection Plan (prepared by David Brown Landscape Design, dated August 2018)
845.03 (bird and bat box details)

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

Article 35

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant during the pre-application and determination stages which led to improvements to the scheme. The Council has therefore acted in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Highways Informative

1. Extent of Highway: Information on obtaining the extent of public highway around the site can be obtained from the HCC website:
www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx
2. Agreement with Highway Authority: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, 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 and requirements. Further information is available via the website
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

Contaminated Land Informative

For the requirements of Conditions 19 and 20, paragraph 121 of the National Planning Policy Framework 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

<p>with the type(s) of pollution or land instability, and membership of a relevant professional organisation.'</p> <p>Contaminated Land Planning Guidance can be obtained from Regulatory Services or via the Council's website www.dacorum.gov.uk</p> <p>Refuse Informative</p> <p>Each house should have space to store 3 x wheeled bins and a kerbside caddy. They should also have a similar amount of space outside their boundary nearest the road to present them for collection. The collection vehicle will be a 26ton rigid freighter.</p> <p>The retail unit should have space for at least 2 x 1100ltr euro containers. There should be no space between the storage area and the collection vehicle which could be up to a 32ton rigid freighter.</p> <p>Thames Water Informative</p> <p>A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality</p>
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Appendix A - Consultation responses

Dacorum Conservation and Design

We believe that the proposal would be acceptable and in keeping with the character of the streetscape at the top of the hill. As seen from the CGI images the building sits comfortably with the neighbouring property to the east in terms of height, scale, proportions and materials. The set back with green space to the street frontage ensures that the space around the street appears open, softens the building and reflects the character of the area. .

In relation to the density we do not believe that the density is out of keeping with the character of the area and would appear similar to other developments. The houses are of a similar scale and proportion to those in the area and there are appropriately scaled gardens to break up the built environment.

Hertfordshire Highways

Amended plans

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.

HIGHWAY INFORMATIVE: HCC recommends inclusion of the following highway informative / advisory note (AN) to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980:

AN) Extent of Highway: Information on obtaining the extent of public highway around the site can be obtained from the HCC website: www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx

AN) Agreement with Highway Authority: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, 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 and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

COMMENTS / ANALYSIS: An amended plan (PL03 A) has been submitted and includes details of an amended access from Croft Lane (a 6m radii formalised access), cycle parking at the front of the proposed retail unit and confirmation that the existing access fronting "The Nurseries" will "be closed to facilitate proposed layby". The details are considered to be acceptable by HCC as Highway Authority.

The applicant would need to enter into a Section 278 Agreement with HCC as Highway Authority in relation to any works that would be needed on highway land including: • Upgrading of the existing accesses on Chapel Croft and Croft Lane. • Tactile paving on the footway either side of each access, laid out in accordance with standards laid out in Guidance on the use of Tactile Paving Surfaces • Re-instating the kerb to a full height at the existing dropped kerb to the front of "The Nurseries" on Chapel Croft. • The construction of the two parallel car parking spaces and footway works on Chapel Croft to the front of the proposed shop.

Prior to applying to enter into a Section 278 Agreement with the Highway Authority, the applicant would need to obtain an extent of highway plan to clarify the works which would be within the existing highway. Please see the above conditions and informatives.

Original consultation response

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:

CONDITIONS: • No development shall commence until full details (in the form of scaled plans and/or written specifications) have been submitted to, and approved in writing by the Local Planning Authority in consultation with the Highway Authority, to illustrate the following: a. kerb radii of 6m at the entrance to both accesses on Chapel Croft and Croft Lane. b. tactile paving details at both accesses. Tactile paving would need to be in accordance with standards laid out in Guidance on the use of Tactile Paving Surfaces c. reinstating the kerb to a full height at the existing dropped kerb to the front of “The Nurseries” on Chapel Croft. d. Surface materials to be used for the access roads, taking into consideration that the access roads would need to act as shared surface road providing access for vehicles, cyclists and pedestrians. e. An appropriate level of secure cycle parking to the front of the proposed shop/post office. f. Clarification of the highway boundary to clearly illustrate works which would be required on highway land (this is not specifically necessary as part of the planning process but would be needed prior to applying to enter into a Section 278 Agreement with the Highway Authority).

- Access and Highway Works Prior to the first occupation of the development hereby permitted the accesses and other necessary highway works shall be completed in accordance with the Hertfordshire County Council residential access construction specification. Prior to use arrangements shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway. Reason: In the interest of highway safety and traffic movement.

- Provision of Parking & Servicing Areas Prior to the first occupation of the development hereby permitted the proposed access, on-site car parking and 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. Reason: To ensure permanent availability of the parking / manoeuvring area, in the interests of highway safety.

- Construction Management The development shall not begin until full details of all proposed construction vehicle access, movements, parking arrangements and wheel washing facilities have been submitted to and approved in writing by the Local Planning Authority. The relevant details should be submitted in the form of a Construction Management Plan and the approved details are to be implemented throughout the construction programme. Reason: To minimise danger, obstruction and inconvenience to users of the highway.

HIGHWAY INFORMATIVE: HCC recommends inclusion of the following highway informative / advisory note (AN) to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980:

AN) Extent of Highway: Information on obtaining the extent of public highway around the site can be obtained from the HCC website: www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx

AN) Agreement with Highway Authority: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the

access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, 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 and requirements. Further information is available via the website

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

COMMENTS / ANALYSIS: The proposal comprises of the erection of 17 dwellings, a retail shop and associated works at Chapel Croft and Croft Lane, Chipperfield. Chapel Croft is designated as a classified 'C' local distributor road, subject to a speed limit of subject 30mph and is highway maintainable at public expense. Croft Lane is designated as an unclassified local access road, subject to a speed limit of subject 30mph and is highway maintainable at public expense

ACCESS: The site has two existing bellmouth accesses, one from Chapel Croft and one from Croft Lane, both of which are to be utilised for the proposed development. Each access will lead to an upgraded / redesigned access road / cul-de-sac. Six of the proposed dwellings will be accessed via Croft Lane whilst the remainder of the development will be via Chapel Croft. The proposed access roads are of an acceptable width to enable two vehicles to pass on another and are in accordance with design criteria as laid out in Roads in Hertfordshire: Highway Design Guide.

Available visibility splays are shown on submitted plan number 03. Vehicular visibility splays of 2.4m x 43m are shown at the access onto Chapel Croft, which is acceptable when taking into consideration the speed and nature of traffic on the highway and the size of the proposed development and is in accordance with Roads in Hertfordshire: Highway Design Guide and Manual for Streets. The level of visibility at the Croft Lane access is also acceptable with visibility levels in excess of 2.4m by 43m in either direction.

A formalised bellmouth has been proposed at each access, which would need to be constructed with tactile paving on the footway either side of each entrance – designed and built in accordance with HCC's guidelines and specifications. A bellmouth rather than a standard VXO would be appropriate for the size of the development. The applicant would need to enter into a Section 278 Agreement with HCC as Highway Authority in relation to any works that would be needed on highway land including:

- Upgrading of the existing accesses on Chapel Croft and Croft Lane.
- Tactile paving on the footway either side of each access, laid out in accordance with standards laid out in Guidance on the use of Tactile Paving Surfaces
- reinstating the kerb to a full height at the existing dropped kerb to the front of "The Nurseries" on Chapel Croft.
- The two parallel parking spaces and footway works on Chapel Croft to the front of the proposed shop

Prior to applying to enter into a Section 278 Agreement with the Highway Authority, the applicant would need to provide the extra information as requested and obtain an extent of highway plan to clarify the works which would be within the existing highway. Please see the above conditions and informatives.

It is unlikely that HCC as Highway Authority would agree to adopt the proposed cul-de-sacs. However they should be built to adoptable standards to be in accordance with

guidelines as documented in Roads in Hertfordshire. Following consideration of the size and nature of the proposals with the cul-de-sac providing vehicular, cycling and pedestrian access, it is recommended that the access road be constructed as a shared surface road which is “acceptable in most cul-de-sac situations”. Further details on shared surface roads can be found in Roads in Hertfordshire, Sec 2, 5.2.2 and 8.5.3.

PARKING & MANOEVRABILITY: The proposal includes the provision of 47 on site car parking spaces and a turning area in each access road, the layout of which is shown on submitted plan no. PL03. Two parallel parking bays (each 6m by 2m) have been proposed to the front of the proposed shop within highway land on Chapel Croft. The Layout and dimensions of the parking areas/bays are acceptable and in accordance MfS and Roads in Hertfordshire. A swept path analysis has been submitted as part of the Transport Assessment to illustrate that delivery/service vehicles would be able to turn around and egress to the delivery bay and subsequent highway in forward gear.

The level of parking is considered to be acceptable by HCC as Highway Authority. Dacorum Borough Council (DBC) is the parking authority for the district and therefore should ultimately be satisfied with the level of parking.

REFUSE / WASTE COLLECTION: Provision has been made for on-site refuse stores within 30m of each dwelling and within 25m of the kerbside/bin collection points. A swept path analysis has been submitted as part of Transport Assessment to illustrate that waste collection vehicles would be able to turn around in both access roads and egress to the highway in forward gear, the arrangements of which are considered to be acceptable by HCC as Highway Authority. The collection method must be confirmed as acceptable by DBC waste management.

EMERGENCY VEHICLE ACCESS: The access arrangements would enable emergency vehicle access to within 45 metres from all dwellings. This adheres to guidelines as recommended in MfS, Roads in Hertfordshire; A Design Guide and Building Regulations 2010: Fire Safety Approved Document B Vol 1 – Dwellinghouses.

TRIP GENERATION & DISTRIBUTION: Following consideration of the expected traffic/trip rates (which have been submitted as part of the Transport Assessment), which are less than the current use rates and the proposed improvement works to the existing accesses, the development would not have a significant or detrimental impact on the local highway network.

SECTION 106 CONTRIBUTIONS TO SUSTAINABLE TRAVEL IMPROVEMENTS: The site lies in the village of Chipperfield in close proximity to its main amenities and facilities. Kings Langley railway station is approximately 5.2km (3.2 miles) from the site whilst Hemel Hempstead is 6km (3.8 miles) from the site . Due to the village location, there is limited scope to significantly improve sustainable transport options although pedestrian accessibility within the vicinity of the site (and therefore the village centre) would improve through the proposed changes. Furthermore in order to make the proposals acceptable to maximize sustainable travel options, it is recommended that developer contributions are sought towards improvements at both bus stops on Dunny Lane south west of the site which are within the recommended accessibility criteria of 400m. These are served by the 352 route (Hemel-Watford) which has 5 services a day Mon-Sat and gives access to Hemel Hempstead railway station and town centre. The south-west bound stop is in a lay-by with a brick shelter, with no easy access kerbing.

The north-east bound stop has a narrow footway, and neither easy access kerbing or shelter. Developer contributions towards improvements at both stops including of provision of easy access kerbing at both stops (£8000 per stop, £16,000 total) and/or improvements to the design of the lay-by at the southwest bound stop or footway improvements at the northeast bound stop. CONCLUSION: HCC as Highway Authority has considered that the proposal would not have an unreasonable impact on the safety and operation of the surrounding highway. The applicant will need to enter into a Section 278 Agreement with HCC to cover the technical approval of the design, construction and implementation of the highway works at the accesses to the site. Furthermore sufficient contributions would need be required to upgrade the existing bus stops to ensure that accessibility at these bus stops is improved. Therefore HCC has no objections on highway grounds to the application, subject to the inclusion of the above planning conditions and informative.

Hertfordshire Fire and Rescue

I refer to the above mentioned application and am writing in respect of planning obligations sought by the County Council towards fire hydrants to minimise the impact of development on Hertfordshire County Council Services for the local community.

Based on the information provided to date we would seek the provision of fire hydrant(s), as set out within HCC's Planning Obligations Toolkit. 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.

All developments must be adequately served by fire hydrants in the event of fire. The County Council as the Statutory Fire Authority has a duty to ensure fire fighting facilities are provided on new developments. HCC therefore seek the provision of hydrants required to serve the proposed buildings by the developer through standard clauses set out in a Section 106 legal agreement or unilateral undertaking.

Buildings fitted with fire mains must have a suitable hydrant provided and sited within 18m of the hard-standing facility provided for the fire service pumping appliance.

The requirements for fire hydrant provision are set out with the Toolkit at paragraph 12.33 and 12.34 (page 22). In practice, the number and location of hydrants is determined at the time the water services for the development are planned in detail and the layout of the development is known, which is usually after planning permission is granted. If, at the water scheme design stage, adequate hydrants are already available no extra hydrants will be needed.

Section 106 planning obligation clauses can be provided on request.

Justification

Fire hydrant provision based on the approach set out within the Planning Obligations Guidance - Toolkit for Hertfordshire (Hertfordshire County Council's requirements) document, which was approved by Hertfordshire County Council's Cabinet Panel on 21 January 2008 and is available via the following link: www.hertsdirect.org/planningobligationstoolkit

The County Council seeks fire hydrant provisions for public adoptable fire hydrants and not private fire hydrants. Such hydrants are generally not within the building site and are not covered by Part B5 of the Building Regulations 2010 as supported by Secretary of State Guidance "Approved Document B".

In respect of Regulation 122 of the CIL Regulations 2010 the planning obligations sought from this proposal are:

(i) Necessary to make the development acceptable in planning terms.

Recognition that contributions should be made to mitigate the impact of development are set out in planning related policy documents. The NPPF states "Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Conditions cannot be used cover the payment of financial contributions to mitigate the impact of a development (Circular 11/95: Use of conditions in planning permission, paragraph 83).

All developments must be adequately served by fire hydrants in the event of fire. The County Council as the Statutory Fire Authority has a duty to ensure fire fighting facilities are provided on new developments. The requirements for fire hydrant provision are set out with the Toolkit at paragraph 12.33 and 12.34 (page 22).

(ii) Directly related to the development;

Only those fire hydrants required to provide the necessary water supplies for fire fighting purposes to serve the proposed development are sought to be provided by the developer. The location and number of fire hydrants sought will be directly linked to the water scheme designed for this proposal.

(iii) Fairly and reasonable related in scale and kind to the development.

Only those fire hydrants required to provide the necessary water supplies for fire fighting purposes to serve the proposed development are sought to be provided by the developer. The location and number of fire hydrants sought will be directly linked to the water scheme designed for this proposal.

Dacorum Trees and Woodlands

With regards to the above planning application, according to the Tree Protection Plan submitted the proposal will require a number of trees to be removed (4 in total). An accompanying Tree Constraints Plan indicates the trees are of poor quality, being categorised as 'C', or being considered unsound, categorised as 'U', in accordance with BS 5837:2012 Trees in relation to design, demolition and construction. The proposal mitigates tree removals by introducing 14 new trees to the site, which will be spread between highway verges and private gardens. The mitigation proposed for the tree losses seem appropriate and I therefore have no reservations.

According to the Tree Protection Plan, remaining trees are afforded protection through the erection of protective fencing. In areas where tree protection fencing does not sufficiently cover Root Protection Areas the use of 'No-Dig' construction methods are incorporated to minimise the impact to trees. Protection for retained trees is in

accordance with current best practice, and I therefore have no reservations regarding this aspect of the application.

However, in order to ensure all new trees are offered the best opportunity to reach maturity I request the applicant submit for approval a planting scheme which identifies the following:-

- Details of species, size and method of planting.
- Details of method of staking or guying and mulching (type and thickness),
- An appropriate aftercare regime inclusive of watering, inspection (for pests and pathogens), and formative pruning.

Dacorum Strategic Housing

To meet the affordable housing policy requirements, 35% of the dwellings should be agreed for affordable housing.

Therefore, 6 units should be provided for affordable housing. We would specify that the tenure mix of the affordable housing provision is 75% affordable rented and 25% shared ownership in line with our Affordable Housing SPD.

Thames Water

Waste Comments

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

‘We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: “A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via

www.thameswater.co.uk/wastewaterquality.”

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided

Water Comments

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.

Hertfordshire Lead Local Flood Authority

Following the review of the Drainage Statement carried out by Fairhurst reference 103795-100 dated August 2018, we can confirm that we have no objection on flood risk grounds and advise the LPA that the proposed development site can be adequately drained and mitigate any potential existing surface water flood risk if carried out in accordance with the overall drainage strategy.

The drainage strategy is based on attenuation and discharge into the existing foul sewer at a restricted rate. We note that the infiltration testing has been carried out onsite and it has been shown that infiltration is not feasible at this location. There are no watercourses and surface water sewers within the vicinity of the site. Thames Water has been contacted in relation to the above proposals and has agreed a maximum combined rate of 2l/s for surface and foul water. It is proposed to split the discharge from the site into two separate outfalls; with the southern plots draining into manhole 4001 to the east of the site at 0.7l/s, and the northern plots into manhole 3003 at 1.3l/s.

It has been estimated that approximately 250m³-337m³ of storage will be required across the site to discharge at 2l/s. the drainage strategy incorporates permeable car parking area with below-ground attenuation tank for additional. We note it proposed increase the levels onsite to avoid the use of the pumping station.

We therefore recommend the following conditions to the LPA should planning permission be granted.

LLFA position Condition 1 The development permitted by this planning permission shall be carried out in accordance with the approved the Drainage Statement carried out by Fairhurst reference 103795-100 dated August 2018, the following mitigation measures detailed within the FRA:

1. Limiting the surface water and foul water discharge to a maximum of 2l/s with discharge into the Thames foul water sewer; with the southern plots draining into manhole 4001 to the east of the site at 0.7l/s, and the northern plots into manhole 3003 at 1.3l/s.
2. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
3. Undertake drainage strategy to include to the use tanked permeable paving and attenuation tanks as indicated on drainage strategy drawing 103795/2001 Rev A

Reason

1. To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.
2. To reduce the risk of flooding to the proposed development and future occupants.

Condition 2

No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted Drainage Statement carried out by Fairhurst reference 103795-100 dated August 2018. The scheme shall also include;

1. Exploration of opportunities for above ground features reducing the requirement for any underground storage.
2. Detailed engineered drawings of the proposed SuDS features including their, location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance climate change event. The plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.

Condition 3

Upon completion of the drainage works a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include maintenance and operational activities; arrangements for adoption and any other measures to secure the operation of the scheme throughout its lifetime.

Reason

To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

Environment Agency

Thank you for consulting us on the above application. We are currently operating with a significantly reduced resource in our Groundwater and Contaminated Land Team in Hertfordshire and North London Area. This has regrettably affected our ability to

respond to Local Planning Authorities for some planning consultations. We are not providing specific advice on the risks to controlled waters for this site as we need to concentrate our local resources on the highest risk proposals.

We recommend however that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be additional to the risk to human health that your Environmental Health Department will be looking at.

We expect reports and Risk Assessments to be prepared in line with our 'Groundwater protection: Principles and practice' document (commonly referred to as GP3) and CLR11 (Model Procedures for the Management of Land Contamination).

In order to protect groundwater quality from further deterioration:

- No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution.
- Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.
- Decommission of investigative boreholes to ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 109 of the National Planning Policy Framework.

The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site:

- From www.gov.uk:
 - The Environment Agency's approach to groundwater protection (2017)
 - Our Technical Guidance Pages, which includes links to CLR11 (Model Procedures for the Management of Land Contamination) and GPLC (Environment Agency's Guiding Principles for Land Contamination) in the 'overarching documents' section
 - Use MCERTS accredited methods for testing contaminated soils at the site
- From the National Planning Practice Guidance:
 - Land affected by contamination
- British Standards when investigating potentially contaminated sites and groundwater:
 - BS5930:2015 Code of practice for site investigations;
 - BS 10175:2011+A1:2013 Code of practice for investigation of potentially contaminated sites;
 - BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points;

- BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality.)

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

You may wish to consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.

Dacorum 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 Environmental and Geotechnical Preliminary Risk Assessment report with reference 103795 prepared by Fairhurst Ltd dated May 2018 and the Design and Access Statement, the following planning conditions and informative are recommend should planning permission be granted.

1a). Contaminated Land Condition

With the potential source of contamination identified in the submitted phase I report and as recommended in section 6.2 of the report, no development, shall take place until a Phase II Report (Intrusive Site Investigation) to assess the actual or potential contamination at the site has been submitted to and approved in writing by the local planning authority.

Where such report identifies any actual or potential contamination and/or ground gas risks; the Phase II report will need to establish the relevant remediation or protection measures necessary for the site and a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.

For the purposes of this condition:

- 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.

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.

1b). All remediation or protection measures 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.

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.

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS22 and the NPPF (2012).

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

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:

- 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.
- i) Construction or Demolition Hours of Operation
- j) Dust and Noise control measure
- k) Asbestos survey and control measure where applicable

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.

3). Noise Insulation – Residential & Non-Residential

Prior to the occupation of the proposed new dwelling, a scheme providing for the insulation of the building against the transmission of noise and vibration between both the residential and any non-residential part of the building will need to be submitted to and approved in writing by the Local Planning Authority. The scheme will need to be carried out before the use commences.

Reason: To ensure that adequate precautions are implemented to avoid noise nuisance, in accordance with Policies and procedures of Dacorum Borough Council.

4). Demolition Method Statement

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.

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.

5). 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.

Dacorum Noise, Pollution and Housing

Notice is hereby given that the Environmental and Community Protection Environmental Health Department advises that any permission which the planning authority may give shall include the conditions overleaf, on the grounds of 'noise'.

EH Comments:

The planning application does not contain a noise impact assessment. It does not consider the impact of road traffic and local noise sources upon proposed residential internal or external amenity. The noise impact of proposed replacement shop operations and ancillary mechanical plant (e.g. A/C, AHU, mechanical extraction and/or chillers) is not considered. No consideration to site demolition and/or construction noise has been provided.

Therefore, based on the above, this department considers that if planning consent were to be granted the following Planning Conditions are strongly recommended, to be applied.

Planning Conditions:

1. Demolition Method Statement

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 and upto date Best Practice Guidance. The scheme shall set out the secure measures, which can, and will, be put in place.

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.

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:

- 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.
- i) Construction or Demolition Hours of Operation
- j) Dust and Noise control measure
- k) Asbestos control measure where applicable

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.

3. Construction Hours (inc Saturday working)

The hours of site operation shall be restricted to Monday-Friday (excluding bank holidays, 08:00 – 18:00 hours; and 08:00 – 13:00 hours on Saturday's. No site activity on Sundays.

Reason: To protect local residential amenity.

4. Residential Development

No development shall take place until a scheme of proposed noise mitigation measures against externally generated traffic/mixed use noise has been submitted to and approved in writing by the Local Planning Authority. The mitigation measures as approved under this condition shall be implemented in their entirety prior to the

commencement of the use or the first occupation of the development and retained as such thereafter.

Reason: To ensure the amenities of occupiers are not prejudiced by traffic/mixed use noise in the immediate surroundings.

Note(s): The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The Council requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm. Internal LAMax levels shall not exceed 45dBA, more than 10-15 times per night.

This noise criteria needs to be considered in the context of room ventilation requirements.

The details of acoustic consultants can be obtained from the Institute of Acoustics

5. Building Services Plant

Prior to installation and operation; all building services plant will be subjected to a BS4142:2014 noise impact assessment; the report to be provided to the local Planning Authority, consent required prior to discharge of planning condition.

All building services subject to the imposition of the following condition, in order to protect residential amenity. Noise emitted by external building services plant and equipment shall not increase the existing typical background, LA90, 15min at any time when the plant is operating. The noise emitted shall be measured or predicted at 1.0m from the façade of the nearest residential window. The plant and equipment shall be serviced regularly in accordance with manufacturer's instructions and as necessary to ensure that the requirements of the condition are maintained."

Reason: To safeguard the amenities of those premises nearby the application site and the appearance of the building as a whole in accordance with Policy CS12 of the Dacorum Core Strategy September 2013.

Hertfordshire Ecology

We have no reports of protected species from the site. The design and access statement describes the site as being predominantly comprised of hardstanding, with single storey horticultural and garden centre buildings and structures. The photos within the statement and aerial photos show building which would appear to have a low potential as a location for bats to roost. However since there are bats in the area in order to lower the risk of an offence being committed, I advise a precautionary approach is taken.

The buildings to be demolished have potential for breeding bird. All breeding birds, their nests and eggs are protected.

I recommend the following Informatives are added to any consent:

“If bats or evidence for them is discovered during the course of any works, work must stop immediately and advice sought on how to proceed lawfully from Natural England - tel: 0300 060 3900 or an appropriately qualified and experienced Ecologist.”

“In order to protect breeding birds, their nests, eggs and young, the demolition activities should only be carried out during the period October to February. If this is not possible then a pre-development (no more than 48 hours prior to the commencement of development) search of the area should be made by a suitably experienced ecologist. If active nests are found, then clearance work must be delayed until any juvenile birds have left the nest and have become fully independent, or professional ecological advice has been taken on how best to proceed”.

Biodiversity enhancements

The new development provides an opportunity for biodiversity enhancements. Native species should be used for tree and hedges that make up the landscaping scheme (yet to be submitted). Whilst, bird and bat boxes could be included within the fabric of the buildings. These would deliver a net gain in biodiversity on the site in accordance with the requirements of the NPPF.

Further to the above I do not consider there are any other ecological matters associated with this proposal that would represent a constraint.

Hertfordshire Minerals and Waste

I am writing in response to the above planning application insofar as it raises issues in connection with waste matters. Should the council be mindful of permitting this application, a number of detailed matters should be given careful consideration.

Government policy seeks to ensure that all planning authorities take responsibility for waste management. This is reflected in the county council's adopted waste planning documents. In particular, the waste planning documents seek to promote the sustainable management of waste in the county and encourage districts and boroughs to have regard to the potential for minimising waste generated by development.

Most recently, the Department for Communities and Local Government published its National Planning Policy for Waste (October 2014) which sets out the following:

‘When determining planning applications for non-waste development, local planning authorities should, to the extent appropriate to their responsibilities, ensure that:

- the likely impact of proposed, non- waste related development on existing waste management facilities, and on sites and areas allocated for waste
- management, is acceptable and does not prejudice the implementation of the waste hierarchy and/or the efficient operation of such facilities;

- new, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service;
- the handling of waste arising from the construction and operation of development maximises reuse/recovery opportunities, and minimises off-site disposal.'

This includes encouraging re-use of unavoidable waste where possible and the use of recycled materials where appropriate to the construction. In particular, you are referred to the following policies of the adopted Hertfordshire County Council Waste Core Strategy and Development Management Policies Development Plan Document 2012 which forms part of the Development Plan. The policies that relate to this proposal are set out below:

Policy 1: Strategy for the Provision for Waste Management Facilities. This is in regards to the penultimate paragraph of the policy;
 Policy 2: Waste Prevention and Reduction: &
 Policy 12: Sustainable Design, Construction and Demolition.

In determining the planning application, the council is urged to pay due regard to these policies and ensure their objectives are met.

The county council would expect detailed information to be provided separately for the demolition, site preparation and construction phases of development. The waste arisings will be of a different composition from each of these phases. Good practice templates for producing SWMPs can be found at:

<http://www.smartwaste.co.uk/> or
http://www.wrap.org.uk/construction/tools_and_guidance/site_waste_management_planning/index.html

The SWMP should be set out as early as possible so that decisions can be made relating to the management of waste arisings and so that building materials made from recycled and secondary sources can be used within the development. This will help in terms of estimating what types of containers/skips are required for the stages of the project and when segregation would be best implemented. It will also help in determining the costs of removing waste for a project.

The county council as Waste Planning Authority would be happy to assess any SWMP that is submitted and provide comments to the two councils.

Hertfordshire Crime Prevention Design

We all agree from a crime prevention perspective we would not advise a pedestrian path through the garages of plots 8 & 9, this would compromise the security of plots 7, 8, 9 & 10, also there is very limited surveillance.

Thank you for sight of planning application 4/02249/18/MFA demolition of existing buildings, construction of 17 dwellings (Class 3) and one retail (class A1 shop) unit and

parish store room, formation of layby to Chapel Croft and alterations to vehicle and pedestrian accesses. Garden Scene Chipperfield, Chapel Croft, Chipperfield , Kings Langley, WD4 9EG.

My comments are made from a crime prevention and security perspective only.

Secured by Design is listed in the Design and Access statement 4.26 / 4.27 however, it states “ The proposals are therefore designed with full regard to the guidance and principles of Secured by Design .”

Building this development to the physical securities Secured by Design would involve :

Physical Security (SBD)

Entrance doors

Certificated to BS PAS 24:2016

Windows:

Ground floor windows and those easily accessible certificated to BS Pas 24:2016 or LPS 1175 including French doors:

Dwelling / security lighting :

Dusk to Dawn , no bollard lighting

Boundary treatment

1.8m close boarded fencing , any alleyways to the rear, gated with locks

Car Parking

It is refreshing to see adequate parking for each property.

Appendix B - Neighbour notification/site notice responses

The objections received can be summarised as follows:

- Overdevelopment of site noting it is allocated for 12 units;
- Consider development together with Strawplait Barn;
- Development of 2.5 to three storeys inappropriate noting the guidance of the Chipperfield Village Design Statement and in the context of predominantly two-storey development;
- Flatted development unacceptable within Chipperfield Conservation Area;
- Impact on heritage assets;
- Spacing to boundaries inadequate;
- Lack of play areas and pedestrian path through the development;
- Concerns surrounding layout with flank elevations presented to rear of Croft Lane dwellings;
- Location of bin store inappropriate;
- Loss of light to windows and shadowing to private garden areas;
- Intrusion of privacy from flats;
- Overbearing from neighbouring properties;
- Noise disturbance from parking area and traffic movements;
- Parking provision on-site inadequate;
- Increase in traffic including construction traffic;
- Development would raise concerns with respect to pedestrian safety as a result of Croft Lane access and layby;

- Access for larger vehicles to site;
- Public transport use is not a viable option for sustainable modes of travel to and from the village;
- Ability to cycle from the development to Kings Langley train station would be unsuitable;
- Sewerage system over capacity;
- Consideration to refuse storage and vehicle collection manoeuvring;
- Impact on protected species which have been observed within the immediate area.

Objections

Address	Comments
1 DUNNY LANE,CHIPPERFIELD,KI NGS LANGLEY,,WD4 9DH	I have recently attended a meeting concerning the planned development at The Garden Scene, Chipperfield and have concerns that the proposed number of 17 new properties will have a major impact on parking in the vicinity and that the construction of these properties have not taken into account the Village Design Statement. As Chipperfield is in a conservation and green belt area, it would spoil the appearance of this pretty Hertfordshire village. I also have concerns that excessive traffic could become a danger to pedestrians and increased parking in Chapel Croft will lead to the already narrow road becoming a one track road up as demonstrated in Kings Langley High Street. I understand the shop and post office will be made bigger thus attracting even more traffic and parking, which I understand will be limited outside the shop. I would like my concerns registered with the Development/Planning Department. Thank You. Miss C Anderson
CROFT COTTAGE,LANGLEY ROAD,CHIPPERFIELD,K INGS LANGLEY,WD4 9JS	I am concerned the plan does not state how many parking spaces will be allocated to each dwelling. Parking is already at a premium without sufficient parking within the site, it will put further strain on the surrounding roads. The two dedicated parking spaces as shown on the plan will not be sufficient as our post office attracts customers from the surrounding area as well as passing trade. Also many customers in the village are elderly and use the parking area that we have at the moment on a daily basis. We need 12 spaces not just 2. Susan Thornton
POLICE HOUSE,CHAPEL	I have the following concerns with the application; The front elevations plan for the front building shows a

<p>CROFT,CHIPPERFIELD, ,WD4 9EH</p>	<p>3rd story window in the kitchen of plot 17 which is opposite my property. I object to this as it is overlooking 3 front bedrooms on the 2nd floor of my home and causes a loss of privacy.</p> <p>The plan shows, I believe, 15 parking spaces for the shop and visitors to the homes. When you break this down it is inadequate and will result in Chapel Croft becoming a bottleneck when the overspill cars park there. It is already a narrow road.</p> <p>The shop owners have 2 vehicles every day and some days 3. A larger shop will probably mean 3 a day. Local labour was dispensed with when the current owner took over and so all staff arrive from outside of the village and by car. 15 spaces down to 12.</p> <p>The 4 smaller properties will almost definitely have couples in them. They will be required to work in order to pay for the property. The lack of any quality work within the village, coupled with a lack of public transport means they will use cars. They have only been allocated one space per property. The 2nd person in these properties will park in the spaces for the shop and visitors. 12 spaces are now 8.</p> <p>There are 4 five bedroom houses. These will have 3 or more cars and one from each will park in the visitor spaces. We are left with 4 spaces for visitors and shop users. This is without looking at the four bedroom houses.</p> <p>I believe the parking provision is inadequate.</p> <p>The Dacorum plan of 2017 states the site to be suitable for 12 dwellings. I have a concern that the application to extend this by 50% is too great and not suitable.</p>
<p>POLICE HOUSE,CHAPEL CROFT,CHIPPERFIELD, ,WD4 9EH</p>	<p>I have the following concerns with the application;</p> <p>The front elevations plan for the front building shows a 3rd story window in the kitchen of plot 17 which is opposite my property. I object to this as it is overlooking 3 front bedrooms on the 2nd floor of my home and a loss of privacy.</p> <p>The plan shows, I believe, 15 parking spaces for the shop and visitors to the homes. When you break this down it is inadequate and will result in Chapel Croft becoming a bottleneck when the overspill cars park there. It is already a narrow road.</p> <p>The shop owners have 2 vehicles every day and some days 3. A larger shop will probably mean 3 a day. Local labour was dispensed with when the current owner took over and so all staff arrive from outside of the village and by car. 15 spaces down to 12.</p> <p>The 4 smaller properties will almost definitely have couples in them. They will be required to work in order to pay for the property. The lack of any quality work within</p>

	<p>the village, coupled with a lack of public transport means they will use cars. They have only been allocated one space per property. The 2nd person in these properties will park in the spaces for the shop and visitors. 12 spaces are now 8.</p> <p>There are 4 five bedroom houses. These will have 3 or more cars and one from each will park in the visitor spaces. We are left with 4 spaces for visitors and shop users. This is without looking at the four bedroom houses.</p> <p>I believe the parking provision is inadequate.</p> <p>The Dacorum plan of 2017 states the site to be suitable for 12 dwellings. I have a concern that the application to extend this by 50% is too great and not suitable or in keeping with the Village plan.</p> <p>I am also concerned that the original document sent out by the developer had seating outside of the post office/ off licence. this would cause noise and disruption if allowed.</p>
<p>SOUTH COT,WAYSIDE,CHIPPE RFIELD,KINGS LANGLEY,WD4 9JJ</p>	<p>My concerns relate to the number of planned properties (I thought the original plans were for 12) due to the additional number of properties and therefore additional vehicles there will be a safety issue. This is already a busy area, children use this route to walk to school, and to catch the school buses Also, with the shop there is insufficient allocated parking, again this is already a busy area, a few more parking spaces could alleviate this.</p> <p>My second concern is the height of the properties planned which seem out of keeping for the village, also this has an impact on the privacy of the houses opposite which they would over look.</p>
<p>1 DUNNY LANE,CHIPPERFIELD,KI NGS LANGLEY,,WD4 9DH</p>	<p>Following a meeting I attended regarding the planned development at Garden Scene, Chipperfield I am very concerned about the likely increase in traffic and parking in the immediate narrow road area and surrounding areas. At the moment there is constant parking which reduces the road to single carriageway between Chapel Croft and Langley Road. The increased traffic may also exacerbate the road traffic danger at the junction of Chapel Croft, Tower Hill, The Street and Dunny Lane where I have witness numerous collisions especially during the rush hour period.</p>
<p>ZELLSTONES,CROFT LANE,CHIPPERFIELD,KI NGS LANGLEY,WD4 9DU</p>	<p>I am the occupier of a property in Croft Lane and have two main concerns regarding the proposed development of the Garden Scene site, being the adequacy of the provision for parking and the sufficiency of the local drainage infrastructure to cope with the foul and surface water discharge from the site.</p>

I am also concerned to ensure the style of development accords fully with the Chipperfield Village Design statement, which is accepted by the Borough as secondary planning guidance.

The Council has previously considered the site and identified it as having capacity to support 12 dwellings (Proposal H/21). This lower density development would appear to be more sustainable on this site, subject to ensuring the adequacy of the parking and drainage arrangements.

The Developer's several reports indicate it has considered both the parking and drainage aspects of the scheme but are contradictory and misleading.

The following planning Policy matters are noted

National Planning Policy Framework 2018

Para 109 provides that development should only be refused on highways grounds if there would be an unacceptable impact on Highway safety.

Para 110 provides that developments should allow efficient access for service and emergency vehicles.

Dacorum Local Borough Plan

Policy 12 provides that development will be permitted where it can clearly be demonstrated that the necessary infrastructure exists or can be provided before the occupation of the development

Policy 51 provides the development should have no significant impact on (b) the design and capacity of parking areas and the implications for on street parking.

The 2013 Core Strategy

Policy CS8 (f) talks about improvements in road safety, and (h) refers to the provision of safe and convenient parking.

Policy CS12 (b) refers to the provision of sufficient space for parking and servicing

Policy CS 35 provides that the supporting infrastructure should be provided in advance of or alongside the development unless there is sufficient capacity

Chipperfield Village Design statement 2001

The statement provides general guidance on the style and design of new development in the village.

I would make the following comments regarding the proposals for the Garden Scene site, which have regard to the policy statements and guidelines referred to above:

Parking

The application documents state that sufficient parking is provided to meet planning guidelines. It is stated in the Planning Design and Access statement that each of the 4 and 5 bedroom detached houses has 3 parking spaces and there is additional parking for visitors on both the front portion of the site (accessed off Chapel Croft) and the rear of the site (accessed off Croft Lane).

It is however clear from the parking numbers given in the Planning Design and Access Statement, and from the lodged plans, that the 6 detached houses on the rear portion have 1 garage space and 2 spaces each, with no visitors parking.

Since the garages are unlikely to be used to house a vehicle but are essentially storage buildings (necessary for a large family home) there are only 12 spaces serving the 6 rear units and no visitors parking.

As a result of insufficient parking within the development generally, and the rear part of the site (accessed from Croft Lane) in particular, the development is likely to generate additional street parking in Croft Lane, which is already congested with parking by local residents and by employees of Chipperfield Garage, which provides no or insufficient parking for its staff on its site.

The eastern side of Croft Lane is generally full of parked cars and when cars park on the opposite side they cause a significant restriction in the useable road width and difficulty of access for service vehicles (including refuse collection vehicles) and, more particularly emergency vehicles, serving the Croft Estate, which is a significant development accessed only via Croft Lane.

If vehicles were to be routinely parked on both sides of the lane, which is likely to occur if there is any additional strain on roadside parking in the vicinity, they will cause a hazard to other vehicles including emergency and service vehicles serving the Croft Estate.

	<p>When vehicles do park on the west side there is a tendency for drivers to encroach onto the footpaths forcing pedestrians into the road causing a hazard to pedestrians, including the large numbers of school children who regularly use Croft Lane as access to and from their homes in Croft Lane and the Croft Estate.</p> <p>Drainage</p> <p>The Drainage Strategy states that both foul and surface drainage from the site will need to discharge into the existing foul drains currently serving Croft Lane.</p> <p>The survey reports that Thames Water has advised there is adequate capacity in the foul drainage system. However this is contrary to both local experience and the comments elsewhere in the Drainage strategy, at Paras 6.7 and 6.8.</p> <p>At Paras 6.7 and 6.8 the strategy notes that the flow of surface water into the existing foul sewer will need to be greatly restricted to a rate of no more than 2 l/s.</p> <p>The foul drains serving Croft Lane are known to be insufficient causing sewage to back up into the gardens of properties toward the northern end of the lane.</p> <p>Further connections from 17 additional dwellings and associated surface water drain off will exacerbate the already apparent inadequacy of the drains and planning consent should not be granted without a requirement to ensure that drainage can be properly accommodated without overloading existing infrastructure.</p> <p>Design</p> <p>It is noted that buildings in the village are generally of 1 or 2 storeys and the proposed development should adopt 2 storeys as the maximum. Additional storeys (whether described as 3 or "2 1/2" storey buildings) are not in keeping with the surrounding development</p> <p>Approval of materials and finishes should be in accordance with the Village Design statement.</p>
<p>REDDINGS, CROFT LANE, CHIPPERFIELD, KINGS LANGLEY, WD4 9DU</p>	<p>I have the following concerns relating to this application.</p> <p>1. The scale and mass of the proposed development is completely out of kilter with the existing single storey buildings.</p>

	<p>2. there is a legal right to light issue that has not been addressed. surrounding dwellings in Croft Lane and Chapel Croft have enjoyed uninterrupted sunlight for forty years and more. No surveys appear to have been carried out by the developer.</p> <p>3. There are inadequate parking arrangements for the shop and the dwellings. It is unreasonable for the overspill of additional cars to be forced on the residents of Croft Lane and Chapel Croft. These are ancient and narrow roads in a small village. No study of the highways appears to have been carried out. There is an important safety issue.</p> <p>4. The design of the scheme is along the lines of a Bovis or Barratts Homes estate. It would appear that the Village Design Statement has been ignored, as has the Conservation Officer. I can see no evidence of using local Chiltern materials or house designs from the local area. it could be a landmark development, not a cheaply built estate.</p> <p>5. It would appear that there is little Amenity Space, nor a Community Space ie. a seating area for residents at the front of the scheme, perhaps some planting.</p> <p>6. There appears to be a loss of Privacy to the surrounding houses.</p>
<p>THE TILE HOUSE, THE STREET, CHIPPERFIELD, KINGS LANGLEY, WD4 9BH</p>	<p>I have 3 major concerns regarding this development.</p> <p>1. Increased traffic. The parking spaces detailed in Section 10 of the application indicates only 17 additional spaces. This is not a true reflection of the increased traffic as the 30 current spaces are occupied by visitors to the garden centre and so are not permanently in the village. However the 47 spaces proposed will all represent additional vehicles permanently flowing through the village which is in a Conservation Area. The only sensible solution is to revert to the originally proposed construction of 12 units or less.</p> <p>2. Schooling. I understand the Village Primary School, St. Paul's, is unable to take on any more pupils. What provision will the applicants make for the education of all additional incoming children?</p> <p>3. Sewage. I understand a number of homes in the immediate vicinity of the proposed construction are already experiencing occasional problems regarding the capacity of our sewage facilities. Dacorum Borough Council must obtain guarantees from the sewage</p>

	<p>provider that they can handle the additional usage. Failing such guarantees, perhaps DBC already holds adequate Planning Gain Funds from previous developments in the area to provide any additional facilities that may become necessary in the future?</p>
<p>PICKAWAY,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EH</p>	<p>I would like to voice my concerns in regards to the proposed developments at Chipperfield Garden Scene:</p> <ol style="list-style-type: none"> 1. The flats above the shop: the proposal states that the build will be 2.5 storeys high; <ol style="list-style-type: none"> a. There are no visible 2.5 storeys within Chapel Croft b. The way the flats will be built shows two on the first floor above the shop and the third flat within the roof. As this is a separate dwelling, surely this is a three storey build and, again, outside the Chipperfield Village Design Statement (CVDS). 2. CVDS requires care in the design and position of new windows in regards to visual character and to surrounding properties. Each window within the flats will compromise the privacy (both within the home and also in the garden) of multiple residents in Chapel Croft and Croft Lane. 3. Whilst a Transport Statement has been submitted (Iceni Projects, Dtd August 2018) many of the arguments presented should be double checked. I would recommend that the Highways Agency should check the width of the access point in Croft Lane to ensure the structure of existing dwellings will not be compromised (i.e. is simply the width of the road to allow a dustbin truck acceptable?) 4. Multiple Parking and Traffic concerns: <ol style="list-style-type: none"> a. The Transport Statement states there are 38 allocated parking spaces. Having reviewed the plans, there are 30 allocated spaces and 8 are for 'visitors'. Having counted 55 bedrooms on the site (mainly double), this indicates that 45% of occupants will not have a vehicle. b. The Visitors spaces are located via the Chapel Croft access and not via Croft Lane. Therefore, where will any visitors to plots 8 to 13 park? c. Parking Standards used by Iceni Projects are based on DBC, Zone 4 thoughts published on 21/04/2004 - 14 years ago! Should the 'South West Herts Growth and Transport Plan Consultation' be considered?

	<p>d. In regards to section 5.4 within the Transport Statement, the reduction in traffic numbers is confusing. There appears to have been an assumption that multiple cars were parking there due to working at the local car dealership rather than going into the Post Office and Village store. This is difficult to believe when a majority of staff actually park in Croft Close.</p> <p>e. Out of the 'discounted numbers' the report states that from the dwellings, only 12 cars will come in and leave between 8am - 9am every morning. It is hard to believe that the development will result in a lower level of traffic.</p> <p>f. To relieve the parking, Icen believe that existing bus routes, combined with new residents cycling, is the solution. However, whilst there three bus routes, only one will service Chipperfield before 9am (352 to Watford at 7.38am. not good if you want to go to Kings Langley or Hemel). The next bus out of Chipperfield is the 319 which goes to Kings Langley and Garston, but doesn't arrive until 9.15 am (how does that support any commuters?). Further, the 352 service operates on a Saturday but no other buses service the Village at the weekend.... It is a VERY limited solution!</p> <p>g. In regards to the cycling solution, the statement states that Chipperfield is a 'rural, lightly trafficked road'. In reality, Chipperfield is an alternative route for Lorries, trucks and cars from the M25 to Watford, Hemel and the M1. By taking Junction 18 from the M25, vehicles take the back routes (Solesbrigde Lane, North Hill, New Road as it is common practice to circumvent delays. Add into this, Chipperfield Road has existing bridle paths (Jasmine Pathway), footpaths and rights of way due to the recognition that the is potentially dangerous road network.</p> <p>There are many questions surrounding the current proposal which needs to be quantified before any support should be given.</p>
<p>POLICE HOUSE,CHAPEL CROFT,CHIPPERFIELD, ,WD4 9EH</p>	<p>I have concerns that the top flat(17) has a window on the 2nd floor,(third story) which looks down into the bedrooms of our house.</p> <p>I also am concerned that the development has too many properties for the plot which was deemed suitable for 12 homes by DBC.</p> <p>This goes hand in hand with the parking which will be</p>

<p>ROSE COTTAGE,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EJ</p>	<p>insufficient and cause congestion on Chapel Croft.</p> <p>My family and I (wife and three children aged 14 and twins at 11) have lived at Rose Cottage on Chapel Croft for the last 18 years.</p> <p>We are the only house that sides onto Chapel Croft and is therefore directly opposite the current garden centre / shop and the proposed new development under reference number 4/02249/18/MFA.</p> <p>I have examined the plans in some detail and due to my time in this area I clearly know the site very well.</p> <p>I would like to voice my concerns regarding the proposed development on the current plans and have put these issues into several categories.</p> <p>These are as follows:</p> <p>1. Overlooking / Loss of Privacy / Visual Intrusion</p> <p>a) If a three-storey development replaces the current one floor shop this will mean that as the angles involved with the primary amenity area of our garden we would be severely overlooked from the top rooms of the new development, resulting in serious invasion of our privacy.</p> <p>b) We will be overlooked from either the second-floor windows or from the third-floor window which is shown in the revised plan "proposed street scene 1&2" from Boast Associates dated 4th September 2018.</p> <p>c) There are not any other three storey developments in this area which goes against recommendations made in the Chipperfield Village Design Statement (CVDS) which Dacorum Borough Council officers/representatives (DBC) say they follow?</p> <p>d) 17/18 houses built on this small site seems excessive for a small village and the space available.</p> <p>e) Each window from the flats/houses on this development will compromise the privacy of residents on both Chapel Croft and Croft Lane - this is not acceptable under the CVDS and other proposed developments in the area have been turned down for this reason.</p> <p>2. Parking on new site / proposed layby on Chapel Croft / Traffic concerns:</p> <p>a) The proposed site layout plan from Boast Associates dated 31st August 2018 shows 6 parking spaces for use by the shop - two in the layby and four on the left as you go into the new development. The shop owner currently has three vehicles, so this leaves just three spaces for users of the shop which is completely inadequate and will</p>
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	<p>result in people parking on Chapel Croft and throughout the new development.</p> <p>b) The layby is going to make the road more dangerous as vehicles drive on this road over the 30mph limit and with cars pulling out of the spaces will result in potential accidents.</p> <p>c) The layby does not fit within the CVDS and other shops in the village do not have laybys so why should this development?</p> <p>d) When my children leave the house to walk across from our drive they will have to walk into layby space, which is currently a pavement - this cannot be acceptable to DBC. Has your planning officer looked at this?</p> <p>e) Roadside parking detracts from the village appearance and we should avoid concrete kerbstones.</p> <p>f) More "shop" parking spaces must be made available in the development and the layby should not be part of this development.</p> <p>g) The parking proposal could lead to vehicles overhanging the adopted highway verge/road to the detriment of other road users</p> <p>h) From the plan there are a further ten visitors parking spaces for seventeen new houses which is clearly not enough and needs to be reviewed.</p> <p>i) The three flats have been allocated just one parking space each. Will the flats only be sold as "just one occupant only" with one car?</p> <p>j) The six five-bedroom houses at the back of the development only have two parking spaces each. A house with potentially five or more adults living in surely needs more parking space or should they be smaller houses with more parking?</p> <p>k) I believe that the Transport Statement submitted under these plans (by Icen Projects, August 2018) has many local inaccuracies and I would ask this to be revisited. For example, the report states no accidents on the road. This is clearly not true, and I am aware of at least two accidents on this road as well as several reported incidents to the police for incidents involving the lollipop lady who has been hit by a car recently on Chapel Croft.</p> <p>l) I would recommend that the Highways Agency should check the width of the access point in Croft Lane to ensure the structure of existing dwellings will not be compromised.</p> <p>m) I am not sure why we need to add a further access road into Croft Lane. This road is extremely busy in rush hour already, with children/parents going to school. Why cannot the plans just include the current access road from Chapel Croft into the development? This would take away any issues of further disruption to the current parking/driving/pathway issues on Croft Lane?</p>
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3. Noise

- a) A development of this size with three flats and one new house onto Chapel Croft will change the dynamic of the local area and increase the noise pollution for existing residents
- b) The residents on Croft Lane will also suffer from increased noise pollution after the development has been completed.

4. Design / Style / Appearance

- a) Flats with dormers do not fit the proposed site and surroundings and are against the CVDS advice.
- b) The architecture is out of character with the existing structures and could negatively affect the charisma of the neighborhood
- c) Other than the "proposed street scene" by Boast Associates it is not clear how the new shop will look. The plan does not show any signage for the shop so is clearly not representative of how the final design will look so I would imagine this cannot be acceptable to Chipperfield Parish Council (CPC) or DBC? Could we not see an actual plan for the shop? If not, what are we getting?
- d) Conservation Area - the village of Chipperfield has a conservation order which this proposed development borders. Careful consideration should be given to the style and look of the new houses - from the plans provided so far it is not clear how these houses will fit the "look and feel" of the area?

5. Topographical Report / The Ecology Partnership Report - June 2018

- a) Trees - The Ecology report states - 6.5 - the potential use of bats in willow/oak trees and that these trees should not be touched by the development. This doesn't seem to be clear in the application, so I would appreciate confirmation that none of the willow/oak trees in the area will be touched?
- b) The Ecology report - 3.0 results - shows that Red Kites are within 1km of the site. In fact, they sit on the top of the shop/on my garden wall, so I would question the background information to this report?
- c) 3.0 also states that bats are "negligible" in the "buildings to be destroyed" - could this be explained? Are bats in the buildings or not?
- d) 4.16 says bats "commute" across the site?
- e) 4.19 recommends that bat boxes are fitted/installed on local trees to support them?

- f) Bats are in my garden every night and surrounding area, so I would expect them to be on or living in the proposed development site.
- g) I am confused by the findings of this report and suggest another report is commission by an independent party to visit the site and make real suggestions for the local wildlife that may be affected by the development.

6. Public Transport / Bikes / Cycle Store

- a) The report by Icení (August 2018) states that under conclusion, "6.2. The site is located within the vicinity of existing bus stops providing services to local destinations" - these bus routes are limited to just three, only one will service Chipperfield before 9am (352 to Watford at 7.38am. not good if you want to go to Kings Langley or Hemel Hempstead). The next bus out of Chipperfield is the 319 which goes to Kings Langley and Garston but doesn't arrive until 9.15 am (how does that support any commuters?). Further, the 352 service operates on a Saturday but no other buses service the Village at the weekend.
- b) 6.2 of this report also states "opportunity to walk or cycle to local key amenities" - explain how you can walk to Kings Langley as there isn't a pathway? Again, who wrote this report?
- c) I have lived in this village for 18 years and the thought of going to work in Watford or Hemel Hempstead by public transport is laughable! People in this new development will have to have cars?
- d) The transport plan states that Chipperfield is a 'rural, lightly trafficked road'. This is clearly not true, Chipperfield is an alternative route for Lorries, trucks and cars from the all local areas to avoid the M25 to Watford, Hemel and the M1. People from Hemel Hempstead travelling to Watford use the local village roads to avoid traffic congestion in Kings Langley and surrounding towns. From 6am to 9am the Chapel Croft road is very busy and at the other end of the day it is also very busy. Did the author of the report visit the village at these times?
- e) The proposed idea to "cycle" for train commuters is laughable. The road between Chipperfield to the Kings Langley station is extremely dangerous, narrow and is heavily used so it makes cycling extremely rare (other than on a weekend)
- f) The plans for the "cycle store" behind the Post Office/Shop shows space for just two bikes so I would imagine the author of this report also knew their idea was useless and would not be used!

7. Waste / Sewage

a) DBC states that "each house should have space to store 3 x wheeled bins and a kerbside caddy. They should also have a similar amount of space outside their boundary nearest the road to present them for collection. The collection vehicle will be a 26ton rigid freighter". Do these plans provide for this?

b) DBS states that the shop should have "The retail unit should have space for at least 2 x 1100ltr euro containers. There should be no space between the storage area and the collection vehicle which could be up to a 32ton rigid freighter". Are these included in the plan?

c) I am aware of serious issues with the sewage systems of Chipperfield, running from Croft Lane into the back of the development. I cannot see any reference to these issues raised in the application. Has this been looked at?

8. Affordable Housing

a) I understand that a number of these new properties are under the "affordable housing" definition. I understand that this means that the 1-bedroom flats will be selling for 80% of their market value - which I am told is somewhere in the region of £330,000. Can the council really expect this to be called affordable housing? How is this approach to affordable housing helping residents to help their children stay within their own community?

I would be very grateful if the council would take my concerns into consideration when deciding this application. I would welcome the opportunity to meet with a representative of the planning department at our home to illustrate my concerns at first hand.

Sincerely,

Ian McFadyen

<p>PICKAWAY,21 CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EH</p>	<p>Dear Sir/Madam,</p> <p>I am writing to express my concerns regarding the recent proposed development on the Garden Scene site, opposite my house:</p> <p>1. Privacy:</p> <p>a. The new flats will create an intrusion of privacy in homes both on Chapel Croft and Croft Lane. The second floor windows will impact both garden and bedroom privacy in multiple homes, one of which is mine.</p> <p>b. Whilst the flats are being considered as a 2.5 storey, the plans state that the 3rd flat will be above the first two. As this is a separate dwelling, the build above the shop should be classed as 3 storeys and not 2.5. This does not fit in with Chipperfield Village Design Statement and it clearly makes the invasion of privacy as fact rather than fiction.</p> <p>c. The rest of the houses in the estate are all 2 storey. Therefore there will now be line of sight/ visibility into existing properties that has not been the case for over 110 years.</p> <p>2. Parking:</p> <p>a. The Transport Statement submitted states there are 38 allocated parking spaces. This is untrue as there are 30 allocated spaces with 8 left for visitors.</p> <p>b. The dwellings will create 55 bedrooms, mainly double. Whilst we cannot identify who will live in the homes, we can state that 30 parking spaces means that 45% of occupants will not have a parking space allocated to their premises.</p> <p>c. There appears to be no visitors parking allocated at the back of the development (via Croft Lane). Therefore there is a question on where any visitors to sites 8 to 13 will park? There are existing problems within Croft Lane so this should not be taken into consideration.</p> <p>d. There are only 4 parking spaces for customers to the larger Post Office store. Further, a layby is proposed on Chapel Croft for Post Office vans and delivery vehicles. This is not enough as the owners of the store already have 2/3 vehicles per day. Plus multiple cars park on Chapel Croft per day so a layby of just 2 will not help. In</p>
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fact, a layby will increase potential accidents with cars pulling out, raising safety concerns.

3. Transport:

a. The proposal states that any new residents can use the public transport system rather than cars. However, with the exception of one bus to Watford at 07.38, there are no public transport vehicles going through Chipperfield before 09.15. This is not a viable option.

b. It is suggested that new residents could cycle to Kings Langley Station as Chipperfield is a 'rural, lightly trafficked road'. Chipperfield is not lightly trafficked for many reasons including local residents from Bovington to Chorleywood using Chipperfield to avoid the A41, to lorries, trucks and cars leaving the M25 at J18, through back lanes (Solesbridge Lane, North Hill and New Road) to go through Chipperfield and get to Watford, Hemel or the M1. The route to Kings Langley Train station is not safe and existing bridle paths (Jasmine Pathway) and footpaths are evidence of this.

c. Whilst the proposal states that there are no problems in regards to the roads or traffic, it has to be understood that there are issues. There is a Lollipop Lady every weekday in Chipperfield, why would we need one if it was safe for children to cross the road? The presence of a Lollipop person is indicative of existing road traffic concerns.

4. Croft Lane:

a. The proposal indicates additional access to the development via Croft Lane. This lane is the only access point to Croft Estate and is very busy, so this will bring in additional cars.

b. The access road is close to two existing dwellings. Whilst the space may be (just) acceptable for cars, there is a concern on larger vehicles (including bin lorries every week) going very close to these homes damaging infrastructure, not to mention intrusion to residents existing lifestyle. This needs to be investigated by the Highways Agency.

5. Sewers:

a. There is an existing issue in sewer systems from Wayside to Croft Lane. From what it appears in the proposal, there are no changes. Can the system cope another 17 dwellings?

<p>LYNDALE,WAYSIDE,CHIPPERFIELD,KINGS LANGLEY,WD4 9JL</p>	<p>My objections/concerns with the proposal as it stands are:</p> <ol style="list-style-type: none"> 1. 17 dwellings as proposed is too high a density and with insufficient parking. 30 allocated parking spaces (the other 8 are for visitors) is not enough for dwellings with a total of 55 bedrooms implying 55-110 residents. The council's own plans showed a potential for 12 dwellings on this site. While not a maximum this is a major variance from 17. 2. Privacy. Existing dwellings are no more than 2 storeys. This proposal shows dwellings that are effectively 3 storeys which is invasive, out of character and inconsistent with the Chipperfield Village Design Plan. 3. Transport. There is no viable public transport serving this site. Buses are few and far between. Cycling to Kings Langley station is not viable. The route is hilly and dangerously busy. This means that residents will need cars. Parking as proposed is inadequate and Chipperfield already has a major parking problem 4. Health and Safety. Traffic on the Chipperfield/Kings Langley road is very busy and increasingly so. There have been a number of near misses and it is dangerous for children and pedestrians. 5. Croft Lane. The proposal shows site access from Croft Lane. The proposed access road is inadequate and potentially hazardous to existing dwellings. Croft Lane is already very busy (sole access to the Croft Estate) and already suffers major parking problems. (Visitor) parking provision for this area of the site is inadequate. 6. Post Office and Shop. The proposed parking for the (enlarged) post office and shop is inadequate and the proposed lay-by on (very busy) Chapel Croft will be dangerous
<p>SILVER BIRCHES,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX</p>	<p>my main concern with this development is parking. Although the larger properties have an allocation of 2 parking spaces, there is a potential for 3 or 4 cars to be in use per household. Who actually uses their garage for parking a vehicle? It is mostly used as storage. There is no room for roadside parking within the development so the only option for residents would be Croft Lane. Croft Lane is very narrow and does not have a pavement in the area close to the proposed second entrance to the development. Residents are regularly inconvenienced by workers from the Land Rover garage using Croft Lane as their car park so we are fully aware of the possibilities of indiscriminate parking. Reduce the number of properties by 2 and use the space</p>

	<p>as a visitors/ designated overflow car park but it still won't be enough.</p>
<p>NOVA,CROFT LANE,CHIPPERFIELD,KI NGS LANGLEY,WD4 9DX</p>	<p>As my garden backs onto this proposed new development, we were originally advised that there would be approx 11or 12 new dwellings, I am now concerned that it has increased 50% to 17 dwellings, this is too many in my opinion.</p> <p>I also have concerns and am not happy that the bin store for the flats are situated at the rear of my property.</p> <p>I am also concerned about the cycle shed has been located at the rear of my property.</p> <p>I am concerned that the two above points will increase noise from residents accessing the cycle shed and also I am worried about the health and cleanliness of the bin store area, because if this is not kept clean there could be the potential of vermin also moving in!!!</p> <p>On plans shown the dormers at the rear of the front properties above the new shop will look directly into our property, garden, lounge and bedroom. I am also concerned about the height of these flats as I do not think they comply with the design guidelines set out for Chipperfield.</p>
<p>NOVA,CROFT LANE,CHIPPERFIELD,KI NGS LANGLEY,WD4 9DX</p>	<p>As my garden backs onto this proposed new development, we were originally advised that there would be approx 11or 12 new dwellings, I am now concerned that it has increased 50% to 17 dwellings, this is too many in my opinion.</p> <p>I also have concerns and am not happy that the bin store for the flats are situated at the rear of my property.</p> <p>I am also concerned about the cycle shed has been located at the rear of my property.</p> <p>I am concerned that the two above points will increase noise from residents accessing the cycle shed and also I am worried about the health and cleanliness of the bin store area, because if this is not kept clean there could be the potential of vermin also moving in!!!</p> <p>On plans shown the dormers at the rear of the front properties above the new shop will look directly into our property, garden, lounge and bedroom. I am also concerned about the height of these flats as I do not think they comply with the design guidelines set out for Chipperfield.</p>
<p>NOVA,CROFT</p>	<p>As my garden backs onto this proposed new</p>

<p>LANE,CHIPPERFIELD,KI NGS LANGLEY,WD4 9DX</p>	<p>development, we were originally advised that there would be approx 11or 12 new dwellings, I am now concerned that it has increased 50% to 17 dwellings, this is too many in my opinion.</p> <p>I also have concerns and am not happy that the bin store for the flats are situated at the rear of my property.</p> <p>I am also concerned about the cycle shed has been located at the rear of my property.</p> <p>I am concerned that the two above points will increase noise from residents accessing the cycle shed and also I am worried about the health and cleanliness of the bin store area, because if this is not kept clean there could be the potential of vermin also moving in!!!</p> <p>On plans shown the dormers at the rear of the front properties above the new shop will look directly into our property, garden, lounge and bedroom. I am also concerned about the height of these flats as I do not think they comply with the design guidelines set out for Chipperfield.</p>
<p>PENKRIDGE,COURTAU LDS,CHIPPERFIELD,KI NGS LANGLEY,WD4 9JR</p>	<p>I would like to object to this planning application on the following basis:</p> <ol style="list-style-type: none"> 1. I do not believe the design style, appearance and building materials specified are in-keeping with Chipperfield's village design. 2. There does not seem to be any adequate parking proposed 3. The height of the proposed building close to the main road are too high and are overlooking current properties which is an invasion of privacy. 4. There will also be additional noise from the new build on a day to day basis.
<p>PENKRIDGE,COURTAU LDS,CHIPPERFIELD,KI NGS LANGLEY,WD4 9JR</p>	<p>I would like to object to this planning application on the following basis:</p> <ol style="list-style-type: none"> 1. I do not believe the design style, appearance and building materials specified are in-keeping with Chipperfield's village design. 2. There does not seem to be any adequate parking proposed. 3. The height of the proposed building close to the main

	<p>road is too high and are overlooking current properties which is an invasion of privacy.</p> <p>4. There will also be additional noise from the new build on a day to day basis.</p>
<p>LYNDALE,WAYSIDE,CHIPPERFIELD,KINGS LANGLEY,WD4 9JL</p>	<p>My objections/concerns with the proposal as it stands are:</p> <ol style="list-style-type: none"> 1. 17 dwellings as proposed is too high a density and with insufficient parking. 30 allocated parking spaces (the other 8 are for visitors) is not enough for dwellings with a total of 55 bedrooms implying 55-110 residents. The council's own plans show a potential for 12 dwellings on this site. While not a maximum this is a major variance from 17. 2. Privacy. Existing dwellings are no more than 2 storeys. The proposal shows dwellings that are effectively 3 storeys which is invasive , out of character and inconsistant with the Chipperfield Village Design Plan. 3. Transport. There is no viable public transport serving this site. Buses are few and far between. Cycling to Kings Langley station is not viable. The route is hilly and dangerously busy. This means that residents will need cars. Parking as proposed is inadequate and Chipperfield already has a major parking problem. 4. Health and Safety. Traffic on the Chipperfield/ Kings Langley road is very busy and increasingly so. There have been a number of near misses and it is dangerous for children and pedestrians. 5. Croft Lane. The proposal shows site access from Croft Lane. The proposed access road is inadequate and potentially hazardous to existing dwellings. Croft Lane is already very busy (sole access to the Croft Estate) and already suffers major parking problems. (Visitor) parking provision for this area of the site is inadequate. 6. Post Office and Shop. The proposed parking for the (enlarged) post office and shop is inadequate and the proposed lay-by on (very busy) Chapel Croft will be dangerous
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	<p>which is an invasion of privacy.</p> <p>4. There will also be additional noise from the new build on a day to day basis.</p>
<p>34 CROFT CLOSE,CHIPPERFIELD, KINGS LANGLEY,,WD4 9PA</p>	<p>in 2002 we received a document produced by the Parish Council, supported by Dacorum Council stating there would not be any more estates in Chipperfield.</p> <p>The Garden Scene development has now applied for 17 houses, not the 12 originally applied for. Please note the original application was for 12 houses and the access to Croft Lane is limited with no pathway, so when I walk my children to school and play Russian roulette with the traffic, so I would not encourage access to the new development from Croft Lane as this would add to a dangerous situation as it is.</p> <p>The Layby in front of the new post office is suicide from the road and the cottages in front. Currently there is NO parking provision and you find 5/6 cars daily parked on the road and therefore causing chaos to pedestrians especially the children.</p> <p>Why would you put flats in an area right by a conservation area, I think actually Chapel Croft is in the Conservation Area with cottages that can be viewed from a flat above the Post Office - really it is the worst piece of planning and should be stopped.</p> <p>We are a village and most people do not want flats and laybys otherwise we would live in Hemel Hempstead.</p> <p>The Chipperfield Village Planning document has been completely over looked, and quite frankly Dacorum cannot possibly support this application.</p> <p>We do not have street lights, so how can you have an estate of 17 houses in the space?</p> <p>Where will these people park, shop go to the doctors or indeed school.</p> <p>The look of the houses is not in keeping with the village, it has not been thought through, and there is no consideration to the villagers already here.</p> <p>The prices will be ridiculous and so not one local will be able to afford the houses.</p> <p>No play area or adequate parking as we know that most people drive a car, and so 17 house would generate 34 straight away and if they are 4/5 bedroom houses they will have older kids who drive.</p> <p>Must we have a child run over (Croft Lane no path already mentioned) before you take any notice of the access being too small in Croft Lane.</p> <p>The houses in Croft Lane will be looked over and the landscaping a mature trees have not been taken into consideration, again I go back to the document produced in 2002 !</p>
<p>1 BULSTRODE</p>	<p>1. Privacy:</p>

COTTAGES, TOWER
HILL, CHIPPERFIELD, KI
NGS LANGLEY, WD4
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a. The new flats will create an intrusion of privacy in homes both on Chapel Croft and Croft Lane. The second floor windows will impact both garden and bedroom privacy in multiple homes.

b. Whilst the flats are being considered as a 2.5 storey, the plans state that the 3rd flat will be above the first two. As this is a separate dwelling, the build above the shop should be classed as 3 storeys and not 2.5. This does not fit in with Chipperfield Village Design Statement and it clearly makes the invasion of privacy as fact rather than fiction.

c. The rest of the houses in the estate are all 2 storey. Therefore there will now be line of sight/ visibility into existing properties that has not been the case for over 110 years.

2. Parking:

a. The Transport Statement submitted states there are 38 allocated parking spaces. This is untrue as there are 30 allocated spaces with 8 left for visitors.

b. The dwellings will create 55 bedrooms, mainly double. Whilst we cannot identify who will live in the homes, we can state that 30 parking spaces means that 45% of occupants will not have a parking space allocated to their premises.

c. There appears to be no visitors parking allocated at the back of the development (via Croft Lane). Therefore there is a question on where any visitors to sites 8 to 13 will park? There are existing problems within Croft Lane so this should not be taken into consideration.

d. There are only 4 parking spaces for customers to the larger Post Office store. Further, a layby is proposed on Chapel Croft for Post Office vans and delivery vehicles. This is not enough as the owners of the store already have 2/3 vehicles per day. Plus multiple cars park on Chapel Croft per day so a layby of just 2 will not help. In fact, a layby will increase potential accidents with cars pulling out, raising safety concerns.

3. Transport:

a. The proposal states that any new residents can use the public transport system rather than cars. However, with the exception of one bus to Watford at 07.38, there are no public transport vehicles going through

	<p>Chipperfield before 09.15. This is not a viable option.</p> <p>b. It is suggested that new residents could cycle to Kings Langley Station as Chipperfield is a 'rural, lightly trafficked road'. Chipperfield is not lightly trafficked for many reasons including local residents from Bovington to Chorleywood using Chipperfield to avoid the A41, to lorries, trucks and cars leaving the M25 at J18, through back lanes (Solesbridge Lane, North Hill and New Road) to go through Chipperfield and get to Watford, Hemel or the M1. The route to Kings Langley Train station is not safe and existing bridle paths (Jasmine Pathway) and footpaths are evidence of this.</p> <p>c. Whilst the proposal states that there are no problems in regards to the roads or traffic, it has to be understood that there are issues. There is a Lollipop Lady every weekday in Chipperfield, why would we need one if it was safe for children to cross the road? The presence of a Lollipop person is indicative of existing road traffic concerns.</p> <p>4. Croft Lane:</p> <p>a. The proposal indicates additional access to the development via Croft Lane. This lane is the only access point to Croft Estate and is very busy, so this will bring in additional cars.</p> <p>b. The access road is close to two existing dwellings. Whilst the space may be (just) acceptable for cars, there is a concern on larger vehicles (including bin lorries every week) going very close to these homes damaging infrastructure, not to mention intrusion to residents existing lifestyle. This needs to be investigated by the Highways Agency.</p> <p>5. Sewers:</p> <p>a. There is an existing issue in sewer systems from Wayside to Croft Lane. From what it appears in the proposal, there are no changes. Can the system cope another 17 dwellings?</p>
<p>RYVOAN,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EH</p>	<p>I am objecting to this application on the grounds of over development of the site as well as a lack of parking.</p> <p>Lack of Parking Provision: Chipperfield is not a sustainable location in terms of its local transport network. It has a bus service that comes once every two hours and another bus service that</p>

comes twice a day, in addition there is no train stations within walking distance. Due to this lack of accessible public transport car ownership in the area is understandably higher than average, as well as visitors as requiring to access the site via car. I therefore believe that parking on the site should be increased to reflect this need for vehicular access to the area.

Over development of the site:

The site is allocated as an adopted housing site for 12 dwellings. Although as stated this is an estimate and shouldn't be treated as a maximum, proposing 17 dwellings on the site is an increase of over 40% of this estimation, a very large increase.

Another consideration regarding the over development of the site is that Chipperfield is entirely located within the Green Belt, Green Belt policies as set out in the NPPF should therefore apply. Paragraph 143 of the NPPF states that 'inappropriate development should be approved except in very special circumstances'. As no very special circumstances are demonstrated, the applicant would need demonstrate an exception for development in the Green Belt as set out in Paragraph 145. Paragraph 145 (g) would be most applicable exception for development in the Green Belt to this application (the redevelopment of previously developed land). However, Paragraph 145 (g) does on to state that it would need to not have a greater impact to the openness of the Green Belt, or cause substantial harm to the openness of the Green Belt. As no figures have been put forward to show what change in the metres squared floor space, or the metres cubed volume, we cannot determine whether there would be a harm to the openness of the Green Belt. Until these figures are given, it has to be considered that the proposals cause harm to the openness of the Green Belt and are therefore are inappropriate development.

In addition to this, as stated in the Councils latest Annual Monitoring Report (published Feb 2018) the Council can easily demonstrate a 5 year land supply, and are thus not pressured into building at unnecessarily high densities. The report stated that "The supply of new housing remains very good at 9.0 years (bearing in mind the minimum requirement is for a 5 year rolling supply to be maintained) as measured against the Core Strategy Housing target (of 430 homes pa). A 5 year housing supply can be achieved in the case of both the 5% and 20% buffers (respectively 9.0 and 7.9 years)".

	<p>Please can you take these points into consideration for the application.</p> <p>Kind regards,</p> <p>Hayden Dicker</p>
<p>NURSERY HOUSE, CHAPEL CROFT, CHIPPERFIELD, KINGS LANGLEY, WD4 9EQ</p>	<p>The development should be a high quality development in keeping with the character of the surrounding area and uphold the conservation area appearance. The proposed plan does not deliver on this and is an overdevelopment.</p> <p>The proposed massing, density (17 dwellings), and scale, especially surrounding the frontage of chapel croft is out of character for this area, and will only compromise the attractiveness of this conservation village.</p> <p>I have also noted that in 2016 in the H21 site allocation plans it was shown to be a net site capacity of 12 dwellings for the development of the garden scene site. What has changed to enable this to increase to 17.</p> <p>The type of properties (flats) being proposed is also out of character. Surrounding the garden scene in Chapel Croft are primarily houses set back from the road and screened by trees, all with adequate off road parking. The proposed massing and scale of the development design does not preserve the open spaces between buildings. As per 'Chipperfield Conservation Area Character Appraisal & Management Proposals' the spaces between and around buildings is as important as maintaining and enhancing the buildings themselves.</p> <p>The building (with the flats) will be visually overbearing compared to the single story that is currently in place. This will result in overshadowing, loss of light, views which will greatly impact on the overall open aspect that we currently have. The surrounding 2 storey houses proposed will compound this and our privacy will be greatly impacted with houses overlooking our garden/property.</p> <p>In addition, the proposal does not meet the design guidelines for the conservation area (key points from this are in quotes and referenced below from the 'Chipperfield Conservation Area Character Appraisal & Management Proposals' in the following areas):</p> <p>- "Avoid formal "estate style layout". The proposed type of dwellings (including flats), number of houses, layout and hard landscaping to forecourts (for parking) will not only</p>

provide a harsh context in this rural setting and is not in line with the design recommendations.

-"Avoid urban style development of radial clusters of inward facing houses". The number of proposed houses, design and density along with parking/hard landscaping will deliver an 'estate style' layout.

-"Respect established informal building patterns". Existing building lines are being ignored with houses designed to be very close to the road and not preserving the open spaces between buildings nor in keeping with properties surrounding.

The proposed design for the frontage is essentially a large terraced building that includes a mix and match of a post office/store, flats above it (a large three story building) linked to what appears to be a very small house. This is out of appearance and not in keeping with surrounding properties, nor the design recommendations for the conservation area as outlined above.

The sheer volume of dwellings and additional concentration of traffic will put further pressure on an already busy and congested road (Chapel Croft and Croft lane). The development does not appear to cater adequately for parking/loading/turning, visitors, deliveries for this number of houses and the store/post office. This will cause traffic problems, over spilling of parking into already congested nearby roads (Croft Lane, Chapel Croft) and create a safety hazard for other motorists and residents.

Parking for this number of houses and flats will be adjacent to our garden and home causing noise, pollution and dust at all times of the day and night.

The proposal to have a Lay by on chapel croft is out of character and will visually impact this conservation area where properties currently have sufficient spaces for their vehicles and are parked /set back from the road and screened by trees. Additionally, this will either result in traffic frequently pulling in and out of the lay by, creating a safety hazard on a busy road for motorists and residents alike. Alternatively, it will be used by residents (and/or visitors etc) of the proposed apartments/houses as overspill car parking due to the lack of parking for the new development.

The proposed layout of social housing/shared ownership does not maintain the high quality development required nor allow the design to fit in with the overall character of

	<p>the conservation area. The social housing /shared ownership should be 'peppered' throughout the development and not concentrated in one area.</p>
<p>NETTLEDEN,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX</p>	<p>RE Garden Scene Chapel Croft Chipperfield WD4 9EG Ref 4/02249/18/MFA</p> <p>I am writing to you regarding my concerns over the above application. I am a resident of Chipperfield living in Croft Lane and my property adjoins the proposed development on the Northern border.</p> <p>My concerns can be listed as</p> <ul style="list-style-type: none"> - Overdevelopment of the site with its consequential impact on the provision of insufficient parking for shop goers, shop workers, deliveries, residents and visitors. - The overall lack of adequate car parking in the village will be further exacerbated by this proposed development should it progress. - Talk of use of public transport or bicycles is an insult to the villagers as we have no buses to stations before 9am and the aging population would not be able to cycle up the hills returning from Hemel or Kings Langley and pedestrians have no contiguous pathways to either Kings Langley or Bovington. - The impact on safety of pedestrians in Croft lane with the additional traffic and lack of public (safe) walk ways as additional properties will access Croft Lane on what is already a blind bend when all the current car parking is taken into account. - The proposed design of the main front building is too high and not in keeping with other housing in the area or the village or for that matter that described in the Chipperfield Design Statement. The plans would suggest "two and half stories" but clearly this a 3 story building with a raised ceiling level in the shop taking the overall height of the building to one not in keeping with the village street scene. The general design and materials are not in line with those in the Chipperfield Design Statement. - Overdevelopment will have impact on the sewerage which runs across my property and regularly blocks even without additional house waste and rain water run off being added. It would appear the site and proposed development will not have adequate ground drainage and surface water will be held and discharged over time into the sewer system. - I am also concerned over loss of privacy to my property which currently is not overlooked but with the addition of this development and that proposed for Strawplait Barn (ref 4/02368/18/ROC) there will be four additional properties adjoining my curtilage. <p>I would respectfully request you consider my concerns and that of many other villagers over the over</p>

	<p>development of what is a quintessentially English village not to be developed as if it were an urban development. Yours sincerely DR. MK Cassidy</p>
<p>1 CROFT END ROAD,CHIPPERFIELD,K INGS LANGLEY,,WD4 9EE</p>	<p>1. 17 dwellings as proposed is too high a density and with insufficient parking. 30 allocated parking spaces (the other 8 are for visitors) is not enough for dwellings with a total of 55 bedrooms implying 55-110 residents. The council's own plans show a potential for 12 dwellings on this site. While not a maximum this is a major variance from 17. The shop can be very busy currently and all 8 of those spaces may be used by people using the post office</p> <p>2. Privacy. Existing dwellings are no more than 2 storeys. The proposal shows dwellings that are effectively 3 storeys which is invasive , out of character and inconsistant with the Chipperfield Village Design Plan. They are also overlooking the current properties on Croft Lane.</p> <p>3. Transport. There is no viable public transport serving this site. Buses are few and far between. Cycling to Kings Langley station is not viable. The route is hilly and dangerously busy. This means that residents will need cars. Parking as proposed is inadequate and Chipperfield already has a major parking problem.</p> <p>4. Health and Safety. Traffic on the Chipperfield/ Kings Langley road is very busy and increasingly so. There have been a number of near misses and it is dangerous for children and pedestrians. People travel too fast and it is a dangerous and worrying walk to school every morning. I do not want the traffic in the village to increase</p> <p>5. Croft Lane. The proposal shows site access from Croft Lane. The proposed access road is inadequate and potentially hazardous to existing dwellings. Croft Lane is already very busy (sole access to the Croft Estate) and already suffers major parking problems. (Visitor) parking provision for this area of the site is inadequate.</p> <p>6. Post Office and Shop. The proposed parking for the (enlarged) post office and shop is inadequate and the proposed lay-by on (very busy) Chapel Croft will be dangerous</p> <p>7. The recent development in the village of 4 tiny houses have not sold and have been on the market for well over 6 months. They are very small and very expensive and</p>

	<p>the density is not in keeping with the village. We want local people to be able to afford to live there.</p>
<p>9 KINGS CLOSE,CHIPPERFIELD, KINGS LANGLEY,,WD4 9ES</p>	<p>My concerns with the development of garden scene are; Parking, I don't think there will be enough parking spaces for shoppers to the post office and store, along with the residence parking for the new dwellings Transport, there are very few bus services to Kings Langlely and Hemel Hempstead. The roads are already too congested especially at rush hour, they are dangerous for pedestrians and cyclists. More cars parking on the site will make the roads even busier. Schools. We have a small village School, which will be stretched to beyond capacity with more houses being built . The schools budget and facilities will be put under great pressure from more children needing places. Doctors. We have no surgery in the village, Kings Langlely is the nearest surgery, more traffic on the roads going to overstretched surgeries and Doctors. Sustainability of keeping our village environment, We have a beautiful village with a great village feel, if we keep in filling every available green and brown space, we will certainly lose that village environment. Design and structure of the new development. We have been shown a lovely brochure of what an artists impression of what the development will look like. Will this actually be the case? We need confirmation of the building materials to be used. to keep the village feel to Chipperfield we need confirmation that there will be nothing over 2 storeys, the number of dwellings will not exceed the initial proposals.</p>
<p>SHALOM,CROFT LANE,CHIPPERFIELD,KI NGS LANGLEY,WD4 9DX</p>	<p>My first objection is on the basis of density due to the over development of this site</p> <p>This application must be considered as 18 residential units 17 with Marchfield Homes Plus a larger post office shop Plus 1 private development under application 4/00528/18/FUL that will proceed only in conjunction with any Marchfield development</p> <p>In the June 2017 Dacorum Planning statement identified this site to be sufficient for 12 units. Whilst not a maximum figure, even taking into account later central government policy this represents a 50% increase. Also under 'Density', units are not spread evenly across the site. 33.3% of the proposed estate plus an enlarged post office shop will be approximately 60 foot from the back of our patio doors.</p>

	<p>Coupled with this I object in respect of the design of the estate and its affect to our home.</p> <p>By creating an alley (not a square) at the back of the shop and flats and the back of the proposed new plots 1,2 and 3, I have major concerns with security as our home would become totally exposed at the back.</p> <p>The application includes mentioning having CCTV in position. This clearly confirms the developer acknowledges security to be an issue with their own design layout in their mind too, otherwise why mention this as a solution?</p> <p>Coupled with the fact that any CCTV to do its job properly must look straight into our home because of the close proximity - as a further invasion of privacy.</p> <p>This design layout is also a major concern with a dramatic increase in noise for us from:</p> <ul style="list-style-type: none">- New tenants and their visitors- An increased number of customers to an enlarged shop- And people generally looking for parking spaces when visiting the properties <p>All of these people will be able to look directly into the back of our home and invade our privacy.</p> <p>The new inclusion of a cycle store directly behind our boundary fence now adds to invasion of privacy and security issues.</p> <p>Anyone using this store would look directly over the fence and into our patio window and seeing straight through our house. Plus it is likely to become a public urinal.</p> <p>The new bin storage is also within close to back of existing gardens and I have major concerns for this becoming a health hazard due to having no specific household having responsibility.</p> <p>Having raised this with the developer the suggestion is to raise the fence or creating a screen. This would result in and immediate loss of light 20 foot from our patio doors</p> <p>The existing structure forming the boundary wall to the rest of our garden has been earmarked as storage for our Chipperfield Parish Council. Currently this includes a toilet to the side of the structure and where any cycling store would be. Clearly this cannot stay.</p> <p>I have no idea how this structure would be adapted or if it will stay at all. Consequently I am unable to make an informed decision.</p>
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Frontage - this is in the conservation area

A three-storey development of the front with two layers of flats on top of an enlarged post office store is not in keeping with its direct surroundings or the village of Chipperfield as a whole. It is more in keeping with the High Street of a town.

Any such structure would be an invasion of privacy with the back of the two layers of 3 flats looking straight into the back of my garden and into my home.

This also brings into question an over shadowing incurring a loss of light to my home and existing homes at top of Croft Lane

There is no daylight or sunlight report included in the application

This would create a visual intrusion for existing properties

The entire design proposal of the estate pays lip service to the Chipperfield Design Statement as it clearly has not been followed. It has been confirmed there has been limited contact between Chipperfield Parish Council and Marchfield Homes despite what has been claimed.

The proposal includes designs and features that have been turned down in respect of individual applications in the immediate area such as dormer windows, height of the structure and the amount of parking spaces available.

Any acceptance of the layout design will set a precedent

There is insufficient information to make an opinion of the structure of the buildings

The design and layout is appalling and not respecting existing residents or the Chipperfield Design Statement

Croft Lane access

I will submit a separate objection to Highways Department in respect of the proposed Croft Lane access. The proposal for a separate entrance to a mini estate for the high value properties is a major concern to road safety. Croft Lane is a single access Lane for the residents together with the residents of the Croft Estate.

My major concerns are this:

Will create additional traffic on a side road that is always quaking

Become even more dangerous for pedestrians of all ages using Croft Lane due to its width and lack of regular pavement

Is too narrow to receive cars entering and exiting the mini

estate

Is definitely too narrow to receive dust carts and delivery vans whose numbers have multiplied

Increase the parking dilemma in Croft Lane with insufficient parking spaces for the new properties and any visitors

The entry on to the side entrance off Croft lane is owned by Highways Agency

There is no turning area included on this mini estate which would require vehicles including dust carts having to navigate reversing on to Croft lane. Thereby adding to the danger to other drivers and pedestrians

Any emergency vehicles being required will be in the hands of the number of drivers parking in Croft lane and their consideration for access. The unwritten agreement is generally parking is on one side thus leaving one lane open for single use. But not always the case.

My recommendation is for a reduced estate in keeping with Dacorum document for 12 units and the access directly in and out of Chapel Croft

Parking

There is insufficient parking under this application. Its actually 30 allocated spaces and 8 are for 'visitors' on the Chapel Croft part of the site.

Taking a total of 55 bedrooms on the site (mainly double), this indicates that 45% of occupants will not have a vehicle - a rare phenomenon in Chipperfield.

The larger, 5 bedroom houses are only allocated two parking spaces. The flats are allocated one parking space each.

This is in direct contradiction to the application for a neighbouring property being told by Dacorum they need 3 parking spaces for a 4 bed property.

Additional car owners and visitors cars will add to the problems in Croft Lane plus on the site itself

This will add to the noise pollution

Iceni Projects traffic report is based on DBC, Zone 4 thoughts published on 21/04/2004 - 14 years old

I have a major concern there is insufficient parking allocated for the front of the proposed estate. Overspill tenants in any flats will use the shop spaces

Overspill customers from an enlarged post office store (which the developer says is their intent) will park around the corner of Chapel croft and Croft lane which already happens and is already a double yellow line.

Plus there are constant deliveries as the post office also acts as a pick up for internet purchases.

The layby proposal will add to the danger, especially to the home owners opposite with no pavement to use. Current practice is to park on the pavement already which creates a danger to all.

The transport report is a work of pure fiction
The fact is this is a village environment that requires car ownership in the main.

Chapel Croft requires a School Crossing Person. The police have been on site due to the danger to the life of the Crossing Person and the children.
There is a 'very high level' of vehicles driving through the village. (Source: quote by National transport survey person in the village 26/09/2018)

Re Section 5.4 within the Transport Statement, it is incorrect the staff of the Land Rover garage use the existing Garden Centre car park. They park around the village, so an insignificant assumption.

There will be no major reduction in traffic flow and parking requirements due to the closure of the Garden Centre. Apart from Bank Holiday periods between Easter and May it is acknowledged the number of customers to the garden centre was sporadic for the rest of the year and very little in autumn and winter.

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The transport report is a work of pure fiction

The fact is this is a village environment that requires car ownership in the main.

I sat in on a Dacorum planning committee meeting in August this year involving an application in Bovingdon - the next village.

It was freely acknowledged by the Dacorum case office and the Councillors involved that cycle transport is not applicable to that village and surrounding area. The same applies to Chipperfield just 2 miles away.

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Gliss gliss also exist in Chipperfield

This plus the transport report must bring into question the credibility of the entire application.

<p>Allendale Cottage,Bucks Hill,KINGS LANGLEY,,WD4 9AP</p>	<p>This development is far too big and the design style, appearance and building materials specified are not in-keeping with Chipperfield's village design.</p> <p>The size of this development is far too big and will bring too much pressure on local policing, hospitals, doctors surgeries, schools, transport, traffic, privacy, parking and security.</p> <p>I think the negative impact of such a large development will effect not only Chipperfield but the surrounding areas.</p>
<p>BROOM COTTAGE,KINGS LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9EN</p>	<ol style="list-style-type: none"> 1. The proposals appear to be vastly over developed in its design trying to squeeze 17 buildings in the available space. 2. Parking is already at a premium in the village and the "allocated parking" for this development falls substantially short of the reality, there will undoubtedly be at least in the region of 2-4 cars per building, where are they going to park ? on the main road ? or add further congestion to the surrounding streets ? 3. The "Front Development" on the Main Road appears to be rather high possibly 2.5-3 Storey ? how is this in keeping with the surrounding area and the Chipperfield Village Design Statement ? This will also surely have an effect on the surround privacy of existing homes ? 4. Aesthetically this development is just the same as any development on any estate all over the country, why not re-design with a more village/cottage style feel rather than just turn the village into an over occupied housing estate ? is the design in keeping with the village design statement, I notice a lot of Velux Windows proposed when the design statement clearly objects to the use of these. 5. I would also question the practicality of another 30+ cars using the current road/access infrastructure which is already at breaking point with the amount of traffic passing though, both the current entrance to the nursery and the entrance to chapel croft are an accident waiting to happen. 6. The proposed parking for the larger post office / shop is inadequate, and the design with the lay by just before the corner into Croft Lane is a blind spot to cars entering/existing Croft Lane. This will become

	<p>increasingly worse when the layby is full and people start to park on the pavement. More parking and a better design is needed to allow the Post Office/Shop to be sustainable and capitalise on passing trade.</p> <p>7. Whilst there may be a national need for new homes considering the two most recent developments in the village did/have remained empty for some considerable time (The old Waterhouse Site and the recent "Chantry Development) I would question the need for more housing in Chipperfield full stop.</p>
<p>ROSETAS,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX</p>	<ul style="list-style-type: none"> - Being over looked at back of house- loss of privacy; the entire width of my garden will be the side of a property being built close to boundary - Loss of sun/light in my house and garden due to over shadowing of the building/house - Boxing in my garden - creating oppressive overbearing environment - Security- if the public pathway which is on the original deeds of the Croft Lane Houses is kept as pathway into this house estate - concern regards security to the back of our properties
<p>BELMONT,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DU</p>	<p>My concerns are as follow:-</p> <ol style="list-style-type: none"> 1. Parking - There is already inadequate parking provision in Chapel Croft and Croft Lane, and as a resident in Croft Lane with no off road parking I often find myself parking at Garden Scene due to no parking available in my own road. This will only get worse. In fact if you consider 55 bedrooms in the new development, that could easily generate a requirement for over 100 parking places which clearly cannot be accommodated. 2. Ancient Right to Light Law - it seems some of the new development will directly impact existing residents light with the proximity and height of the development in relation to existing properties. 3. Traffic Impact - Chipperfield is an isolated village with poor road access to Kings Langley via public transport and bicycle, therefore by default new villagers will use car transport. The impact in terms of danger to local children, parking and noise is a major concern. Given the village is not lit, and that paths are limited (no path at all in sections of Croft Lane) it presents a dangerous situation. 4. Size of the development - 17 properties is just too

	<p>many for this small area, and DBC recommended 12 originally. Building in Chipperfield is not going to solve the National Housing Crisis - please respect our village life, and size the development appropriately.</p> <p>5. Proposed Village Shop and flats - A shop fronting Chapel Croft with a small lay-by, and flats overlooking existing residents is just not respectful of traffic issues and local residents privacy. 3 stories is too high given the existing single story building and may well break the law under the ancient right to light.</p> <p>6. Overall Development is not considerate of the Chipperfield design statement and conservation area in which I live.</p>
<p>26 CROFT CLOSE,CHIPPERFIELD, KINGS LANGLEY,,WD4 9PA</p>	<p>1. The proposed 17 dwellings is far too voluminous for our village, recently four properties have been built along this road and a further four have just been given planning consent by the curvy house, along with the 17 proposed dwellings that could mean an additional 50 plus cars in the village.... The road down to the cross roads tails back every morning and evening.... We are a small village and our infrastructure is not designed for this much traffic, along with cars trying to get out of Croft Lane too. Also when the M25 has issues people use this road as a cut through which creates grid lock in our village and the surround villages.</p> <p>2. Public Transport - there is nothing past the proposed development and a minimum service outside the church, so that is not a solution to the additional amount of vehicles on the road. There is no bus from the village to Kings Langley Station.</p> <p>3. The plan shows properties being up to 2.5 storeys in height and the proposed style is not in keeping with Chipperfield Village Design Plan, and please bear in mind its right next to the conservation area too so needs to be in keeping which this design is not.</p> <p>4. Parking - there are not enough parking spaces in the proposed development for the amount of proposed properties being built, as we have no public transport people will need to drive and the current allocation of 38 spaces (8 of those for visitors) isn't enough. Also 4 spaces for the shop is ridiculous this is a post office and people come from surrounding villages to use and the staff alone will take 2 or 3 of these spaces, and as for the layby this is not practical and will cause blockages as people wait for a space, there is also the issue down Croft Lane and with the proposed building works will</p>

	<p>become very dangerous for those taking their little ones to Chipperfield Village School, its already blocked down one side with cars. Where is the disabled parking for residents of the village when they visit the shop and post office?</p> <p>5. Infrastructure - Chipperfield does not have the capacity to school all the children that are already in the village where do you proposed all the new children go to school? Rudolf Steiner School is closing down, Sarratt is already up to capacity and Kings Langley School is fully subscribed.</p> <p>6. Environmental - I have bats in my garden every evening along with Red Kites flying over all day. The additional vehicles on the road will make a massive impact to our environmental health. There is no green space for the children to play, so they will be playing out side in the parking areas (look at Croft Close at the weekend). The additional vehicle pollution on young lungs when they walk to school will be detrimental to their health. When it snows in the village we are land locked due to the hills in and out of the village and as we are not on the bus route we do not get any roads gritted. The current building consist of asbestos what impact will this have? The village historically was used as a burial site for those with black death how do we know if there are any graves under the site?</p> <p>7. In conclusion, - yes there is a shortage of housing, we already have 4 new homes in the village with 4 more being built in the next year or so, 17 more homes would create massive detriment to our environmental health, road infrastructure as well as changing our village to something we will no longer recognise, (I know we already pay the highest council tax in the whole of DBC area)there are a lot of better sites, where the infrastructure is already in place, if this is to go ahead, a maximum of 8 houses should be built, which would create plenty of parking, green spaces for the children and reduce the traffic issue we already have in our village, provide parking for the post office. I would also like to see the developers invest in our village school too to create more spaces for the children of these new homes.</p>
<p>White Gates,Commonwood,Kings langley,,WD4 9BB</p>	<p>This is the removal of an amenity that helps to define the village. 17 houses, crammed in without increase in support for local service, roads, doctors, schools ruins the village. The design obviously maximises profit and crams as many house as possible onto the site, without</p>

	<p>thought or consideration to neighbours.</p> <p>The road is busy at the best of times and further traffic in this area will only increase the traffic, noise and pollution. How does this development fall into other proposed developments in the area and the holistic impact onto the community. This cannot be viewed in isolation - the Landrover garage, Kia Garage and the Steiner School are all earmarked for development and all access the same road. What is the impact on pollution, noise, traffic and road deterioration. Neighbours and tax payers will foot the bill no doubt.</p>
MERRILEES,WAYSIDE,CHIPPERFIELD,KINGS LANGLEY,WD4 9JJ	<p>With the proposed construction of 17 dwellings in place it strikes me that there are not adequate parking arrangements for the shop and the dwellings. There is also an issue of safety here and further concerns of increased traffic in the area. The Chipperfield Road is a busy road and a rat run for traffic coming off and on the nearby motorways.</p> <p>We are also concerned about the proposed height of the properties as this seems out of keeping for the village.</p>
2 ALEXANDRA ROAD,CHIPPERFIELD,KINGS LANGLEY,,WD4 9DS	<p>The village as a whole has become far too congested of late, there isn't space for yet another development. The roads are becoming increasingly dangerous to cross and all we as residents seem to be hearing about is planning application after planning application. Enough is enough, there's currently a development which has stood vacant for months since completion, so how can there be a requirement for further development considering what's here already can't sell. it's not a case of simply building because there's land, we're a small village with a great community, we like the fact it's underdeveloped, we don't need nor want more new, overpriced properties built, the requirement simply isn't there. Keep Chipperfield a village.</p>
MULBERRY,CHAPEL CROFT,CHIPPERFIELD,KINGS LANGLEY,WD4 9EH	<p>Development under reference number 4/02249/18/MFA.</p> <p>I live on Chapel Croft opposite the proposed development site and object on the following grounds to the over development of Garden Scene.</p> <ol style="list-style-type: none"> 1. The three flats have been allocated just one parking space each. Very rarely does a residence have one car and where are the visitors parking? 2. The six five-bedroom houses at the back of the development only have two parking spaces each? This will not be enough. 3. I believe that the Transport Statement submitted under these plans (by Icen Projects, August 2018) has many local inaccuracies and I would ask this to be revisited.

The Chapel Croft side of Chipperfield is already heavily overbuilt on and there is a glut of houses at present unsold, including 4 new residences at the crossroads where there is also an application for yet another development. These when sold will add to even more traffic on Chapel Croft.

4. I am not sure why we need to add a further access road into Croft Lane. This road is extremely busy in rush hour already with the large Croft estate.

5. A development of this size with three flats and one new house onto Chapel Croft will change the dynamic of the local area and increase the noise pollution for existing residents.

6. The residents on Croft Lane will also suffer from increased noise pollution after the development has been completed. There is already pollution from all the heavy traffic on this road hurtling along with no regard to the speed restrictions.

7. Flats with dormers do not fit the proposed site and surroundings and are against the CVDS advice.

8. The architecture is out of character with the existing structures and could negatively affect the charisma of the neighbourhood.

9. Other than the "proposed street scene" by Boast Associates it is not clear how the new shop will look.

10. Conservation Area - the village of Chipperfield has a conservation order which this proposed development borders. Careful consideration should be given to the style and look of the new houses - from the plans provided so far it is not clear how these houses will fit the "look and feel" of the area?

11. The Ecology report - 3.0 results - shows that Red Kites are within 1km of the site. Red Kites are permanently circling and in trees in the properties in Chapel Croft

12. Public Transport / Bikes / Cycle Store

a) The report by Icen (August 2018) states that under conclusion, "6.2. The site is located within the vicinity of existing bus stops providing services to local destinations" - these bus routes are limited to just three, only one bus leaves Chipperfield before 9am (352 to

	<p>Watford at 7.38am. Of no use if you want to go to Kings Langley or Hemel Hempstead. The next bus out of Chipperfield is the 319 which goes to Kings Langley and Garston but doesn't arrive until 9.15 am (how does that support any commuters?). Further, the 352 service operates on a Saturday but no other buses service the village at the weekend.</p> <p>b) 6.2 of this report also states "opportunity to walk or cycle to local key amenities" - explain how you can walk to Kings Langley as there isn't a pathway and no street lights.</p> <p>c) The transport plan states that Chipperfield is a 'rural, lightly trafficked road'. This is clearly not true, Chipperfield is an alternative route for Lorries, trucks and cars from the all local areas to avoid the M25 to Watford, Hemel and the M1.</p> <p>People from outside Chipperfield travelling to Watford / Chorleywood use the local village roads to avoid traffic congestion in Kings Langley and surrounding towns. From 0600 until 0900 the Chapel Croft road is an absolute rat run and impossible to cross Chapel Croft onto the pavement side of the road and very difficult turning out of my property. It is also dangerous already for elderly members of the village.</p> <p>Waste / Sewage</p> <p>DBC states that "each house should have space to store 3 x wheeled bins and a kerbside caddy. They should also have a similar amount of space outside their boundary nearest the road to present them for collection. The collection vehicle will be a 26ton rigid freighter". Do these plans provide for this?</p> <p>DBS states that the shop should have "The retail unit should have space for at least 2 x 1100ltr euro containers. There should be no space between the storage area and the collection vehicle which could be up to a 32ton rigid freighter". Are these included in the plan?</p> <p>I would ask that all of the above is considered in your planning meeting,</p>
LYNDHURST,CROFT	I have the following concerns over the above proposal;

LANE,CHIPPERFIELD,KI
NGS LANGLEY,WD4
9DX

1. The flats above the shop.

The proposal states that the build will be 2.5 stories high but as this is a separate dwelling and therefore should be classed as a 3 story building again, outside the Chipperfield Village Design Statement (CVDS).

2. Privacy.

The proposal shows dormer windows to the rear of the flats and in the roof truss to the front. Position of plot 9 and 4. The Bike shed, Parish Storage.

a) CVDS requires care in the design and position of new windows regarding visual character and to surrounding properties. Each window within the flats will compromise the privacy of multiple residents in Chapel Croft and Croft Lane. It provides a clear line of eyesight into other residential premises.

b) The position of both plot 9 and 4 are directly behind the back of existing properties on Croft Lane, hugely compromises their view and privacy

c) I do not understand why the Chipperfield Parish Council have negotiated with a developer to retain storage space and by looks of it a parking space. The position of which not only intrudes but encroaches on the existing privacy of the property at the top of Croft Lane.

3. Transport Statement (Iceni Projects, Dated August 2018)

a) It is concluded that the development is a walkable or cyclable distance to key local amenities. Which I strong suggest being double checked. The only access road to Kings Langley station is at points a narrow steep hill with only field-based footpaths behind a hedge lined road. There were extreme safety concerns after a boy was knocked off his biked and killed on his way home from school, hence the footpaths were built but they are still not bicycle friendly.

b) I would recommend that the Highways Agency should check the width of the access point in Croft Lane to ensure the structure of existing dwellings will not be compromised (i.e. is simply the width of the road to allow a dustbin truck acceptable?)

c) The Trip generation assessment again looks like no one with local knowledge has generated it. A large

concern is that the nursery may have had a larger amount of traffic, but this traffic would have been spread quite evenly throughout the day. The new development is to attract working families which would mean an increase in the rush hours. Out of the 'discounted numbers' the report states that from the dwellings, only 12 cars will come in and leave between 8am - 9am every morning. It is hard to believe that the development will result in a lower level of traffic.

d) The Transport Statement states there are 38 allocated parking spaces. Having reviewed the plans, there are 30 allocated spaces and 8 are for 'visitors'. Having counted 55 bedrooms on the site (mainly double), this indicates that 45% of occupants will not have a vehicle.

e) It is stated that buses can be used to access the station at Kings Langley when in fact it is also shown that whilst there three bus routes, only one will service Chipperfield before 9am which is the 352 to Watford at 7.38am which does not access either Kings Langley nor Hemel Hempstead. The next bus out of Chipperfield is the 319 which goes to Kings Langley and Garston but doesn't arrive until 9.15 am so simply impossible to use to commute. Further, the 352 service operates on a Saturday but no other buses service the Village at the weekend.

f) The proposed route for the bin collection trucks do not give them access to the actual Bin Collection Point this only shows that they can turnaround in the development, subject to no cars being parked on the road.

Chipperfield is a village yet Iceni Projects seem to have used a copy and paste town approach to the statement provided. Parking Standards used by Iceni Projects are based on DBC, Zone 4 thoughts published on 21/04/2004, 14 years ago. I am concerned that this is not up to date information to be basing such information on.

4. Croft Lane Access

a) The right of way on Croft Lane is not in constant use. The only time the gates open is when the nursery cut the grass verge belonging to The Highways Agency at the front which having lived next to the verge since April 2016 has been maybe twice a year. Before this it has been suggested that the businesses used this access, but this is simply not true, they accessed the property via the Chapel Croft Nursery access.

b) The Transport Statement also states that the border

of the title extends onto Croft which in fact it does not. The title of the developer's land stops at the gate and the ground between that and Croft Lane is Highways owned.

c) This right of way could potentially not be wide enough for a two-lane access to be created, if this is the case how would this work safely?

d) The ground surrounding the back of our property is particularly susceptible to movement which has already cause cracking to the side of our property. Further work including digging and removal of soil of any kind I fear could cause the cracking to become far worse than it is already.

5. Sewers

a) Several residences along Croft Lane have issues with existing flow of pipe work. The increase of residential dwellings on this framework will cause a larger issue.

b) To change these pipes would mean digging up several existing residential gardens ours included.

6. Plots 11,12,13

a) The plots do not appear to have a meter gap between what will the proposed new private build of Strawplait Barn which has already had planning permission granted. Part of this proposal was that a meter strip of land be supplied by the developer to remedy this point, yet this does not seem to be the case in the plan submitted. A part of our own planning proposal in 2017 was that this meter gap had to be adhered to

b) The proposed access road for these plot does not come to a rightful or eye pleasing end. It abruptly ends with no turning point or extension to either Plot 11 or 10's garden which would be the obvious conclusion. This is very concerning as the road lead to a further plot of land which I'm sure a developer would be aware of. Should plot 11 not be turned around to face the entrance or extend the front garden.

6. Parking

a) The parking throughout the development is simply not enough. It suggests that around 45% of occupants will not drive once the number of bedrooms are compared to the spaces provided.

b) There is no disabled bay for the shop parking. The

	<p>shop workers all commute via car so that takes 2 spaces most days 3 in some days.</p> <p>c) The larger dwellings at the back do not have ANY visitor bays. Does that mean it is assumed that no one will have visitors? More likely they will simply park on the street causing further congestion to Croft Lane.</p> <p>d) Each 4 and bedroom house in the above space only has room for 2 parking spaces. The garages cannot be allocated as a space as they are being blocked in by another allocated space. I have been informed that for a 3 bedroom house you are required to have 2.25 car parking spaces. for 4 and 5 bedroom house having 2 is very clearly not enough.</p>
LITTLECOT,THE COMMON,CHIPPERFIELD,KINGS LANGLEY,WD4 9BS	Object
60 TOWER HILL,CHIPPERFIELD,KINGS LANGLEY,,WD4 9LH	<p>Although I recognise that more housing is required I object to this application on the grounds of there are too many houses with insufficient parking allocation given. The need for housing is mainly from new buyers who are starting out and these houses will not be in the price bracket that will be affordable from those in most need. Also an analysis of today's requirements for parking shows that each household needs at least 2 spaces and often more. If there are not sufficient spaces then this will mean a lot of on road parking which leads to congestion. The insufficient parking allocation will have dire consequences on the already congested roads in the village. There is also an inadequate number of parking spaces for the stores and Post Office. This development will benefit the builders and investors but will have a considerable negative impact on the day to day life of Chipperfield residents.</p>
THE OLD POST OFFICE,THE STREET,CHIPPERFIELD,KINGS LANGLEY,WD4 9BJ	<p>The proposed development of 17 dwellings is too large for the site and well exceeds the 12 dwellings originally approved in principle by Dacorum BC. The increased traffic will make the junction with Chapel Croft particularly dangerous, especially as there is no provision for a turning circle at the end of Croft Lane and parking for visitors is already very limited. The elevation of the building facing Chapel Croft is too high and not in keeping with the immediately adjacent Conservation Area.</p>
19 CROFT END ROAD,CHIPPERFIELD,KINGS LANGLEY,,WD4 9EE	<p>I object to this development for the following reasons:</p> <ul style="list-style-type: none"> - 17 properties is too many on this site - There is not adequate parking. We already have a well known parking problem on Croft Lane. There are not

	<p>enough parking spaces in the application which will result in more cars being parked on Croft Lane. There is no pavement for part of this road so it is unsafe</p> <ul style="list-style-type: none"> - The majority of dwellings in this area are 2 storey. The plans include properties that are in effect 3 stories. This will mean that the properties on Croft Lane are overlooked. - Chapel Croft is already a busy, fast road. - There is not enough parking for the shop - The design is not in keeping with other properties in Chipperfield <p>If development is going to go ahead on this site, or any other in Chipperfield, I think that there should be some investment in the children's playground which is situated on Croft Meadow.</p>
<p>ROSETAS, CROFT LANE, CHIPPERFIELD, KINGS LANGLEY, WD4 9DX</p>	<p>Building new houses is needed but it needs to be keeping with the neighbouring properties. The current plan overdevelops the site by at least 3-5 houses. They are building too close to the borders and seem to be leaving large spaces empty in the plot. Parking needs to be better thought out as all neighbouring properties have turned their front gardens into extra parking.</p> <p>My personal concern is that there are 2 houses built very close to the plot border that would be horrible for anyone in the garden of the adjoining property, one of those houses is mine. I have an 8m x 8m square garden, you are looking at building a 6 metre high wall, 8 metres wide at the bottom of my garden, across the whole width of it. This is entirely unacceptable.</p>
<p>HOPE COTTAGE, CHAPEL CROFT, CHIPPERFIELD, KINGS LANGLEY, WD4 9EL</p>	<p>The proposal for 17 dwellings is , in my opinion, severely excessive.</p> <p>The visitor and private parking is inadequate for today's needs, particularly near Chapelcroft (ie shop and dwellings accessed by the chapelcroft entrance) - couples living in one bedroom flats are quite likely to have two cars !</p> <p>This will lead to further parking problems on the chapelcroft and croft lane where parking is already causing significant traffic hazards and safety issues.</p> <p>The proposed building at the front of the development, incorporating the shop and flats should be restricted to no more that two storeys.</p> <p>With the concentration of housing proposed, I cannot see how it can comply with the current 'Chipperfield conservation Area character and management proposals'</p>

	<p>Before such extensive developments are allowed, more attention should be given to the infrastructure: Proper daily bus services for commuters travelling to and from Kings Langley (and rail station). (In my view, cycling is currently not an option - the road is too dangerous due to the poor surface, width and volume of traffic, particularly at commuting times)</p> <p>Noise and traffic pollution on chapelcroft is already at a critical level (which particularly intrudes on mine and adjoining properties situated very close to the road) - this development will further exacerbate the problem.</p> <p>I understand that the original site planning proposal from DBC was for 12 dwellings - If this were adhered to, many of the concerns put forward by me (and others) could be alleviated.</p> <p>Alan Smith Hope Cottage</p>
<p>49 CROFT END ROAD,CHIPPERFIELD,K INGS LANGLEY,,WD4 9DZ</p>	<p>I object to the Garden Scene development for the following reasons.</p> <p>1. Road safety. I have serious concerns on the impact of further traffic along Croft Lane. There are tens of families with school age children (myself included) living currently on the Croft estate and most of these walk along Croft Lane towards Chapel Croft daily passing the junction of the proposed new road leading into the development. This is already hazardous as it is owing to a lack of footpath but with added commuters coming in and out of this junction it would be incredibly dangerous. Further to this traffic along Chapel Croft is already fast moving, I'm aware that the local lolly pop lady has had near misses and having yet more people rushing to work etc is going to endanger the children crossing in this area in the mornings especially.</p> <p>2. Parking. There is simply not enough parking to cater for shop and post office customers as well as new residents and their visitors. I'm concerned this will impact on the surrounding roads, again making road conditions hazardous. I'm concerned that the number of cars per household and not forgetting trade for the new post office and shop has been totally under estimated. I'm especially concerned what will happen when there are deliveries to the shop of refuse lorries on the development as congestion will increase making Croft Lane and in</p>

	<p>particular Chapel Croft very dangerous.</p> <p>3. Sewers. Chipperfield often has issues with drainage and this can be seen throughout the wetter months of the year when roads are forever flooded. Not only this foul drains are an issue, residents in my area are often having to call on the local water board as our sewer system becomes blocked causing unpleasant smelling drains from time to time. Adding 17 dwellings into the mix without seriously reviewing the sewers is a very bad idea.</p> <p>4. The development. The proposed development is not in keeping with the pretty Village we have, it's an over development. The flats are not in keeping with what one would expect to find in a green belt village. They are too high and imposing, and give the appearance of structures I would expect to see in a town rather than a conservation area village. Im deeply concerned that none of these properties would be sold, I've searched tonight and at the time of me writing this Chipperfield has fifteen 3-4 bedroom houses listed for sale on the 'Rightmove website' majority of which have been on the market for several months with no sign of sales. A lot of these proposed properties could remain vacant (as with the newly built houses along Chapel Croft) for some months and this could attract crime to what is now a quite and sleepy village. The village infrastructure has not been considered in the slightest, doctors and the local village primary school are already oversubscribed and they will not be able to cope with the larger village population. The added potential for litter, noise and light pollution with this development is also a concern as I feel they will all become an issue.</p> <p>5. Travel. I'm concerned that there is a lack of travel links in and out of Chipperfield as it is, I find the suggestion of people cycling to be ridiculous. This may suit very few individuals however not least for the elderly and disabled the country lanes and hilly terrain could be a challenge leaving them with the 'few and far between bus service'. This would mean that new residents in the development would most definitely need a car should they ever want to go anywhere, which takes me back to points raised on parking.</p> <p>Thank you for considering my concerns</p> <p>Mrs R Asbridge</p>
<p>PYNGELL HOUSE, THE STREET, CHIPPERFIELD, KINGS</p>	<p>I hope you will look at my concerns and that of many</p>

<p>LANGLEY,WD4 9BJ</p>	<p>other villagers over the over development of what is a quintessentially English village not to be developed as if it were an urban development.</p> <ul style="list-style-type: none"> - Overdevelopment of the site with its consequential impact on the provision of insufficient parking for shop goers, shop workers, deliveries, residents and visitors. - The overall lack of adequate car parking on the site. - Talk of use of public transport or bicycles is an insult to the villagers as we have no buses to stations before 9am and the aging population would not be able to cycle up the hills returning from Hemel or Kings Langley and pedestrians have no contiguous pathways to either Kings Langley or Bovington. - The impact on safety of pedestrians in Croft lane with the additional traffic and lack of public (safe) walk ways as additional properties will access Croft Lane on what is already a blind bend when all the current car parking is taken into account.
<p>ROSETAS,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX</p>	<p>I object to this</p> <p>Too many houses built in a small area not front facing towards the other houses creating a boxing in environment for houses facing the houses being built. Why is it being developed like this. Is it to fit more houses in???</p> <p>Overshadowing of Gardens and loss of light. Especially rosetta's and both my neighbours. Rosetas is having a house built the entire width of my garden at the boundary. Not the back of a house and garden but the width of a house side wall nothing else. This creating a penned in over bearing prison like feel. Light will be blocked from the winter sun meaning that the garden and house will loss of light.</p> <p>Loss of privacy. Being over looked directly by another house.</p> <p>Sewers we already been told by Thames water the sewers are broken and bowed in croft lane and this has meant my poor neighbour Jean had on several occasions raw sewage in her gardens.</p>
<p>silverfields,bucks hill,sarratt,,wd4 9at</p>	<p>There is no infrastructure to accommodate this amount of housing.</p>

	<p>The surrounding Roads are so dangerous , extra traffic will make the problem worse . We need to protect Village life where ever possible.</p>
<p>STONEYCROFT,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX</p>	<p>I live directly behind the garden centre and was very surprised to see how many dwellings are proposed for the size of the site. Also, that the majority are right behind our houses, rather than on the other side of the site, which would effect much fewer residents.</p> <p>From my understanding the new houses are only going to be a meter from our back fences, which is going to make our houses, let alone our gardens, completely overlooked. Our gardens are only 20' deep, so the new houses are also going to seriously cause loss of light & overshadow our gardens.</p> <p>Another major issue regarding this development is parking. A number of houses have more than two cars. Even with two parking spaces, this will not be adequate & the overflow of cars will end up on the Croft estate, which is already to capacity.</p> <p>I see there is a bin store behind one of our fences along Croft Lane, which is totally unreasonable. As I stated, we have very small gardens & the smell will make them unusable, especially in the summer. Maybe the planners should have them outside their back doors!</p> <p>There also seems to be planting behind our fences. What is this likely to be & who will be responsible for maintaining it?</p>
<p>STONEYCROFT,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX</p>	<p>I live directly behind the garden centre & was very surprised to see how many dwellings are proposed for the size of the site. Also, that the majority are right behind our houses, rather than on the other side of the site, which would effect much fewer residents.</p> <p>From my understanding the new houses are only going to be a meter from our back fences, which is going to make our houses, let alone our gardens, completely overlooked. Our gardens are only 20' deep, so the new houses are also going to seriously cause loss of light & overshadow our gardens.</p> <p>The other major issue regarding this development is parking. Most houses have more than two cars, as our children cannot afford to leave home. Even with two parking spaces, this will not be adequate & the overflow of cars will end up on the Croft estate, which is already to</p>

	<p>capacity.</p> <p>I see there is a bin store behind one of our fences along Croft Lane, which is totally unreasonable. As I stated, we have very small gardens & the smell will make them unusable, especially in the summer. Maybe the planners should have them outside their back doors!</p> <p>There also seems to be planting behind our fences. What is this likely to be & who will be responsible for maintaining it?</p> <p>Regards</p>
<p>1 BULSTRODE COTTAGES, TOWER HILL, CHIPPERFIELD, KI NGS LANGLEY, WD4 9LU</p>	<p>1. Privacy:</p> <p>a. The new flats will create an intrusion of privacy in homes both on Chapel Croft and Croft Lane. The second floor windows will impact both garden and bedroom privacy in multiple homes.</p> <p>b. Whilst the flats are being considered as a 2.5 storey, the plans state that the 3rd flat will be above the first two. As this is a separate dwelling, the build above the shop should be classed as 3 storeys and not 2.5. This does not fit in with Chipperfield Village Design Statement and it clearly makes the invasion of privacy as fact rather than fiction.</p> <p>c. The rest of the houses in the estate are all 2 storey. Therefore there will now be line of sight/ visibility into existing properties that has not been the case for over 110 years.</p> <p>2. Parking:</p> <p>a. The Transport Statement submitted states there are 38 allocated parking spaces. This is untrue as there are 30 allocated spaces with 8 left for visitors.</p> <p>b. The dwellings will create 55 bedrooms, mainly double. Whilst we cannot identify who will live in the homes, we can state that 30 parking spaces means that 45% of occupants will not have a parking space allocated to their premises.</p>

c. There appears to be no visitors parking allocated at the back of the development (via Croft Lane). Therefore there is a question on where any visitors to sites 8 to 13 will park? There are existing problems within Croft Lane so this should not be taken into consideration.

d. There are only 4 parking spaces for customers to the larger Post Office store. Further, a layby is proposed on Chapel Croft for Post Office vans and delivery vehicles. This is not enough as the owners of the store already have 2/3 vehicles per day. Plus multiple cars park on Chapel Croft per day so a layby of just 2 will not help. In fact, a layby will increase potential accidents with cars pulling out, raising safety concerns.

3. Transport:

a. The proposal states that any new residents can use the public transport system rather than cars. However, with the exception of one bus to Watford at 07.38, there are no public transport vehicles going through Chipperfield before 09.15. This is not a viable option.

b. It is suggested that new residents could cycle to Kings Langley Station as Chipperfield is a 'rural, lightly trafficked road'. Chipperfield is not lightly trafficked for many reasons including local residents from Bovingdon to Chorleywood using Chipperfield to avoid the A41, to lorries, trucks and cars leaving the M25 at J18, through back lanes (Solesbridge Lane, North Hill and New Road) to go through Chipperfield and get to Watford, Hemel or the M1. The route to Kings Langley Train station is not safe and existing bridle paths (Jasmine Pathway) and footpaths are evidence of this.

c. Whilst the proposal states that there are no problems in regards to the roads or traffic, it has to be understood that there are issues. There is a Lollipop Lady every weekday in Chipperfield, why would we need one if it was safe for children to cross the road? The presence of a Lollipop person is indicative of existing road traffic concerns.

4. Croft Lane:

a. The proposal indicates additional access to the development via Croft Lane. This lane is the only access point to Croft Estate and is very busy, so this will bring in additional cars.

b. The access road is close to two existing dwellings. Whilst the space may be (just) acceptable for cars, there

	<p>is a concern on larger vehicles (including bin lorries every week) going very close to these homes damaging infrastructure, not to mention intrusion to residents existing lifestyle. This needs to be investigated by the Highways Agency.</p> <p>5. Sewers: a. There is an existing issue in sewer systems from Wayside to Croft Lane. From what it appears in the proposal, there are no changes. Can the system cope another 17 dwellings?</p>
<p>ENDLEA,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DU</p>	<p>Overdevelopment of the site. Original council plan showed potential for 12 dwellings not the proposed 17,</p> <p>Lack of privacy and sunlight for existing neighbouring houses.</p> <p>It appears the developers have completely ignored the Village Design Statement, particularly with the 3 story post office and flats.</p> <p>Lack of parking on the site means there will be overflow into Croft Lane which already suffers.</p> <p>Increased traffic in Croft Lane making it even more dangerous. Large vehicles will create problems getting into the site from the Croft Lane access road.</p> <p>Existing sewerage system in Croft Lane is inadequate. This will create more problems.</p> <p>Lack of public transport for the new residents of the "affordable" homes. Who will be able to afford them, where will they work and how will they get there.</p>
<p>ENDLEA,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DU</p>	<p>I would like to object to this planning application on the following basis.</p> <p>There does not seem to be adequate parking proposed particularly in view of the potential heavy building vehicles that will be using croft lane, where there are already major parking problems.</p> <p>The height of the proposed building close to the main road will invade privacy of current properties.</p> <p>Why are 17 dwellings planned when the council's own</p>

	<p>plans show potential for 12.</p> <p>We are a village. We do not have street lights to support an estate of 17 houses.</p> <p>Sewers - there are existing issues already from Wayside to Croft Lane. Can the system cope with another 17 dwellings?</p>
<p>GREENBANKS,WAYSIDE,CHIPPERFIELD,KINGSLANGLEY,WD4 9JL</p>	<p>GARDENSCENE" 4/02249/18/MFA 1 October 2018</p> <p>I write regarding to oppose the above application on the following basis:</p> <ol style="list-style-type: none"> 1. The Chipperfield Design Statement suggests the property is suitable for 12 houses. I see no valid reason to further stress this village with construction issues, traffic problems, parking insufficiency and infrastructure issues by cramming in 17 houses. 2. Sewage Issues. There are existing issues with provision and blockages within the Croft Estate. There is a single pipe running from the Croft Estate to Wayside which in the last year has been blocked. I discussed this at the time with the contractors and they were very clear the difficulty in maintaining this due both to lack of access via Wayside and lack of access points between the Croft Estate and Wayside./the only solution was to go at it from both ends and hope to clear it which worked on that occasion after three visits by heavy equipment. 3. In keeping with this pretty and previously secluded village, Garden Scene is a low building and the residents have lived with that view for as long as anyone can remember. Two storey new build houses are an enormous intrusion to the community who live in and around the site but a third storey or two and a half so called is a shocking use of this site and completely out of keeping with the area and the privacy and outlook previously enjoyed by residents. 4. Parking and 5. Pedestrian Safety. The site does not allow for sufficient parking for the residences proposed and certainly not for the residences and a working post office. It is completely impossible to envisage the visitor residential spaces sharing amicably with the post office users. It is impossible to see how visitor spaces will be available at all as the spaces will have to accommodate the overflow for resident parking?,

Presumably a number of disabled spaces will be allocated further reducing the spaces available .It is not unusual for there to be a queue of three or four at the post office counter aside from the large number of people who use the shop.

Is it realistic to ask the Post Office operators to run a viable business if people stop coming because they can't park? When the spaces are full where will cars stop- on the sides of the already overburdened and dangerous main road. I note a new exit and development at the Spice Village, again with inadequate parking further adding to this issue. It seems to us this creates another Red Lion Lane (Apsley/Kings Langley) situation where cars line the road each evening because not enough spaces were built for residents and passing vehicles struggle to get through with cars on each side.

Of additional concern is the school bus stop outside Post Office and the danger to the children dismarking and parents collecting them by car.

Of equal concern are the children and parents with young children and pushchairs trying to walk to St Pauls and already needing the assistance of a lollipop lady- who is already the subject of less than polite behaviour by motorists

. There is also a lot of elderly pedestrians who walk on these footpaths at increasing risk.

Chipperfield is already widely used as an alternative to the motorway both on an ongoing basis and when problems arise on the motorway. How will these heavy vehicles get through and what of the risk to pedestrians?

6. Emergency access With the possibility of cars parked either side of the road is there access through the village for Emergency vehicles?. Is there access for Emergency services to the homes of the residents of the proposed and existing dwellings

7. Waste Water. Are there plans for the disposal of waste water,. It is not allowed in other locally roads to feed waste water into the sewers. With the assessment of the site it seems cess pits would be a potential issue with boreholes and historical sewage pumping.

8. The Pest House. Is this a site of historical importance? What sensitivities attach to building housing on top of a site which burials and disposals have taken place. Even after fumigation or whatever cleaning is proposed might this still be unpalatable to future house purchasers? Are there any plans to put up a plaque or something to commemorate this interesting part of Chipperfields' History.

9. Garden Scene. The garden centre was a huge part of the Village. What plans are there to remember its role in village history. I would hope for a plaque or at least the development to be named accordingly and sensitively

	<p>10. Dormice .I note there are "no dormice records within 2 km" I'm not sure where you refer for dormouse records but a significant number of local residents will categorically attest to the presence of "gliss gliss" and the accompanying issues. I fail to see how the statement "no suitability for dormice "can be made.</p> <p>11. Contamination Issues regarding asbestos, dormant gases due to burial of deceased and other possibilities due to fuel oil,sewage pumping history and boreholes are as yet unknown and may require further attention before a development can commence. I note soil samples only taken to 1.3m and asbestos not assessed.</p> <p>12. Public Transport the developer refers to a public transport but this is not a transport hub fit for commuting to work and socially. There are occasional buses and no taxi rank, residents of any development will need vehicles to work or socialise.</p> <p>Final General Observations.</p> <p>While digressing from the technicalities of planning I cannot conclude without asking the Parish council and Dacorum Council to consider the combined effect of recently allowed permissions (Chantry View and Spice Village) and this (and indeed future mooted plans for the Land rover Garage and Wyevale. While technically brownfield sites and infill the combined effect of the construction work, disruption to traffic and impact on the infrastructure needs to be addressed. Surely we need to look at the big picture not just if each application meets the technical requirements of planning.</p> <p>Developers are demonstrating and following to the letter the requirements of planning law very cleverly but these technicalities were surely put in place to provide protection for this Green Belt area and villages like Chipperfield as well as the housing required for Dacorum and we must not allow the laws and plans to be exploited to the detriment of what they were trying to achieve.</p>
<p>PARK SLOPE,6 KINGS CLOSE,CHIPPERFIELD, KINGS LANGLEY,WD4 9ES</p>	<p>The number of dwellings would mean a vastly over-developed site for this area and the current infrastructure. Croft Lane has chronic parking problems already and it is a dangerous road for pedestrians particularly, many of which are children walking to school, due to the numbers of parked cars there already.</p> <p>Chapel croft is a busy road and not safe to cross for anyone but particularly children. There are no traffic calming measures in place and the crossing lady in the village has many near misses, keeping the children safe. Chipperfield is not well served by public transport and it is impossible to get around if you do not have a car, there</p>

	<p>is no safe walking route to Kings Langley, which is why Herts County Council provide a free school bus to Kings Langley school for children. The main and surrounding routes are narrow and cycling is extremely dangerous, so do not suggest residents should be able to use these routes as they currently stand.</p> <p>To propose a site with too many homes and inadequate parking is a huge mistake that might have devastating consequences for current and future residents.</p> <p>The proposals of 2.5 storeys including studio flats would not be in keeping with the village character and a real imposition on the current residents.</p> <p>The lay-by could be a good idea along with more adequate parking facilities for less homes on the development itself.</p> <p>Having 2 entrances (Chapel Croft and Croft Lane) is also a better idea than having a single entry but only with adequate parking spaces for the homes and visitors and if the 2 entrances were not joined so some control over each entrance/exit could be displayed.</p> <p>The sewer system in Chipperfield is inadequate. I live near a pumping station in Kings Close and there are many problems and blockages and more homes should not be added without correcting these issues.</p> <p>The major issue is too many dwellings without enough parking provision and if this were addressed, it would not attract so much attention.</p>
<p>POLICE HOUSE,CHAPEL CROFT,CHIPPERFIELD, ,WD4 9EH</p>	<p>I have concerns that the development is for too many properties for the site. A follow on from that is that there are too few parking spaces which will make Chapel Croft become like Bovington High Street, but without the facilities.</p> <p>I also object to having a 3rd story window looking down into my bedroom and into others in my home and the houses nearby.</p> <p>The plan presented by Marchfield that Chipperfield is well served by public transport is a joke. The buses are only of use to someone who wants to go elsewhere for a couple of hours in the day time and not for getting to work. The suggestion to cycle to Kings Langley for the train is made without any thought for safety. Twice a day the sun blinds drivers on Whippendell Hill for over an hour. This is in the morning and early evening when people come and go from work. No one should be cycling on that road at that time.</p>
<p>HYTTEN,WAYSIDE,CHIPPERFIELD,KINGS LANGLEY,WD4 9JJ</p>	<p>1) Chipperfield is a small, conservation village in the Green Belt and any development must be i) "sympathetic to its surroundings, including the adjoining countryside, in terms of local character, design,</p>

scale, landscaping and visual impact; and
ii) Retains and protects features essential to the character and appearance of the village".

I object to this planning application made by Marchfield Homes Ltd as fundamentally it does not meet this test.
2) The proposal is for the construction of an excessive number of residences, with inadequate provision for parking for the planned dwellings and village Post Office/Store. The proposal is significantly above the indicative number of dwellings which Dacorum indicated was appropriate for the site and does not properly assess the impact on the village.

3) To be acceptable to the test of being "sympathetic to its surroundings etc" any development must ensure that the individual buildings are in keeping with a mixed design village that has grown up over time, ensure that the important PO/Store can still be used by villagers and that adequate parking is provided for all the prospective occupants of the new dwellings without causing overflow parking on Chapel Croft which would effectively cause the main road link connecting several local villages from Chipperfield to Kings Langley to be reduced to single lane traffic. Croft Lane is already very busy and cannot accommodate additional parking from an inadequately served new development.

4) Despite the erroneous claim made by the developer there are extremely limited public transport links to Chipperfield and villagers can confirm that to live in the village and get out of it to work, commute, shop, use any local amenity etc means that effectively at least every working adult needs their own transport. The timing of the very limited bus service means that it is impossible to commute from Kings Langley Station without private transport; I say this as a long term commuter. The very steep hill up and down into Whippendell Bottom means that, excluding the extremely fit, cycling is not a realistic option for the overwhelming majority and as a very busy road without a continuous pavement joining Chipperfield to Kings Langley and a distance of c.3miles, it is not practical to walk to the station. Plus of course many local inhabitants need to be able to reach more local jobs where private transport is necessary. All of which realistically means each adult per household will expect to own and drive their own car which is what generally happens for all existing dwellings in Chipperfield. There are very few homes with only one vehicle and practically none with no private vehicle. If to obtain planning permission for extensions there is a requirement for more than two parking spaces for even a three bedroom property excluding the garage, as this reflects that

modern living sees garages used for purposes other than car parking, home offices, workshops, gym's etc there is inadequate on-site parking. 17 dwellings, 14 of which have 3 or 4+ bedrooms plus the smaller social housing dwellings would require well over 50 parking spaces to ensure this does not spill out into Chapel Croft just for the proposed dwellings. The impact of inadequate parking provision is admirably demonstrated by the recent developments in Apsley where the main line station to London is within a very easy, flat, walking distance of the new developments. Here there is constant off-site parking all along Red Lion Lane and in local residential streets.

5) Additionally significant parking is required to ensure that the store and PO continue to thrive. Previously customers shared the parking space adjacent to the Garden Scene. The effective lack of any means of leaving the village other than by private car has led to many users calling at the store/PO en route to or from the main reason for their journey. If villagers cannot park they cannot use the facility as they have done to date. This would lead to them finding other places where they can shop or use a PO which in turn would lead to the decline and ultimate loss of a vital village amenity.

6) The additional traffic generated by the proposed development would not be cancelled out by the decline in traffic following the closure of Garden Scene as the new traffic will predominantly want to travel at the busiest times; leaving and returning from school or work. These were precisely the times when Garden Scene saw fewer visitors as villagers who have the option have traditionally avoided using the roads at the busiest times.

7) The development site also needs to include a means for refuse collection and delivery lorries etc to turn in the site, such as a turning circle. It is unacceptable and potentially dangerous if the only means of such vehicles exiting the development site would be to reverse blind into a busy link road. The entrance to the site from Chapel Croft needs to be wider to accommodate larger vehicles and with the growth of internet shopping there will be a frequent need for such large vehicles to be able to park within the site to make their deliveries/collections.

8) Any development on this site will lead to a huge increase in the demand for water and sewage removal. There are already longstanding problems with sewage backing up and flooding into gardens in the vicinity. This is already a public health risk and before any development is allowed there must be improved

infrastructure.

9) The density of the proposed development is not sympathetic to the local environment. The increase in hard landscaping and loss of green space for the natural dispersal of rain water is not properly assessed.

10) The density of the proposed development is not sympathetic to the local environment as the excessive number of proposed dwellings means that there are too many existing properties that will lose their right to light and privacy within their own properties

11) The hard landscaping is excessive and is not sympathetic to the local environment because

i) The proposals do not provide adequate space for the two wheelie bins and food caddy that Dacorum requires residents to use.

ii) The general shared site for waste from the planned social housing is liable to cause a health risk in an area where there are so many wild animals, particularly foxes and kites.

12) There height of any dwellings on the site must be restricted to 2 storeys to be in keeping with existing buildings in the conservation village and Green Belt. More than 2 stories as included in the planning application are not sympathetic to the local environment.

13) .The density is not sympathetic to a Green Belt village where there is a high level of wildlife in addition to the normal species in Dacorum - bats, kites, foxes and several badger setts in the vicinity of the proposed development.

14) Garden Scene was a huge local amenity and its loss will be felt by the village, particularly as the Wyevale Garden Centre site on the Bovingdon Road is also potentially for sale. It is already a significant loss to the village following the closure of Garden scene to Lose a well maintained and colourful garden outside the PO. However having developed from a building constructed at a time when building materials were in short supply the building itself cannot be described as attractive and the opportunity should be taken to enhance the immediate area not turning it into an inappropriate infill development with the type of high density dwellings seen on other larger local developments constructed by this developer.

<p>Watendlath,Bucks Hill,Kings Langley,,WD4 9BR</p>	<p>I am concerned about the number of houses/flats proposed on this site as well as the proposed height of 3 stories. This does not seem in keeping with the village and it's cottages nor indeed with other recent developments. I am also extremely concerned how this will affect parking in the area which is already difficult , it seems to me not enough room has been allocated. Further I am concerned about traffic not only around the entrance/exit but also the nearby junctions x 3 and indeed the school, people will drive not walk especially if raining/bad weather and again already very difficult. Whilst I recognise the need for affordable housing in the village this is too many on one site. I am also worried about the additional pollution to our village and residents.</p>
<p>RYVOAN,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EH</p>	<p>I am troubled by height of the front buildings and also by the overall lack of parking provision which will cause issues in the village and ask for both these issues to be reconsidered</p>
<p>DRY WALL COTTAGE,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EL</p>	<p>My concerns are as follows:</p> <ol style="list-style-type: none"> 1. Size of the development: The legally recognised Chipperfield Design Statement suggests the plot is suitable for 12 houses. The proposed size is 17 units which is a 40% increase from what is suggested as suitable by the CDS. 2. Height of the development: Two rows of flats above the post office is not in keeping with the properties in the surrounding area and would be overbearing. 3. Parking Concerns: The site does not allow for adequate parking for each of the properties and the shop / post office. This will cause increased traffic issues, overspill of cars parking on the already congested nearby roads and therefore create a safety hazard for other motorists and pedestrians. <p>The proposal to have a Lay by on Chapel Croft will result in traffic frequently pulling in and out of Chapel Croft, again creating additional safety hazards on an already busy road for motorists and pedestrians.</p> <ol style="list-style-type: none"> 4. Transportation Issues: The proposal states the public transport system can be used rather than cars. Chipperfield is not well served by public transport and it is difficult to get to and from without a motor vehicle. There is no safe walking route to Kings Langley. The main and surrounding routes are narrow and cycling is extremely dangerous. Buses run infrequently. Chipperfield is not lightly trafficked - I live directly on Chapel Croft and am adversely affected by the sheer

	<p>weight of traffic already present when trying to enter and exit my property. This will be exacerbated by a development of this size.</p> <p>E Morgan</p>
<p>2 Old School Cottages, Whelpley Hill, Chesham, HP5 3RS</p>	<p>Although I do not live in Chipperfield, my daughter and her family do, close to the proposed development. I visit at least twice a week, so I am fully aware of the impact such a huge development would have on this village. Whilst I do not object to much needed houses being built here, the quantity proposed is far too much! The infrastructure of this beautiful village cannot sustain such a large number of houses. The access, which is very near to my daughter's house, would have a catastrophic effect on the surrounding narrow lanes, which at the moment can be tricky turning off the main road, and I often have to wait to allow cars to pass. An increase in the volume of traffic would be detrimental to all! Many children live in this part of the village (including my grandchildren) and they walk to nursery/school. With increased traffic, this could become dangerous! Keep Chipperfield a Village, please!</p>
<p>DRY WALL COTTAGE, CHAPEL CROFT, CHIPPERFIELD, KINGS LANGLEY, WD4 9EL</p>	<p>My concerns are as follows:</p> <ol style="list-style-type: none"> 1. Size of the development: The legally recognised Chipperfield Design Statement suggests the plot is suitable for 12 houses. The proposed size is 17 units which is a 40% increase from what is suggested as suitable by the CDS. 2. Height of the development: Two rows of flats above the post office is not in keeping with the properties in the surrounding area and would be overbearing. 3. Parking Concerns: The site does not allow for adequate parking for each of the properties and the shop / post office. This will cause increased traffic issues, overspill of cars parking on the already congested nearby roads and therefore create a safety hazard for other motorists and pedestrians. <p>The proposal to have a Lay by on Chapel Croft will result in traffic frequently pulling in and out of Chapel Croft, again creating additional safety hazards on an already busy road for motorists and pedestrians.</p> <ol style="list-style-type: none"> 4. Transportation Issues: The proposal states the public transport system can be used rather than cars. Chipperfield is not well served by public transport and it is difficult to get to and from without a motor vehicle.

	<p>There is no safe walking route to Kings Langley. The main and surrounding routes are narrow and cycling is extremely dangerous. Buses run infrequently. Chipperfield is not lightly trafficked - I live directly on Chapel Croft and am adversely affected by the sheer weight of traffic already present when trying to enter and exit my property. This will be exacerbated by a development of this size.</p>
<p>THISTLEDO,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EQ</p>	<p>I am horrified by the extent of the proposed development of the land currently occupied by the Garden Scene garden centre in Chipperfield. Whilst I accept that there is a need for more housing across the nation the current proposal concerns me for the following reasons:</p> <ol style="list-style-type: none"> 1. The number of proposed dwellings, 17 on a relatively small site is not in keeping with the local area. 2. Given 17 dwellings and the need for additional parking to serve the shop, the amount of parking proposed is woefully inadequate. Many one bedroom properties have 2 adults living in them, only 1 space has been allocated and at the other end of the scale Dacorum's own guidelines requires properties with 4 bedrooms and above to have space for 3 vehicles. Here only 2 have been provisioned. 3. Dacorum Borough Council guidelines require a percentage of affordable house which are to be distributed across the development. In the proposal they are all located in one area around the new shop. 4. At the front of the development on Chapel Croft a 3 storey building housing the shop with flats above is proposed. This will compromise the look and feel of the area which should be protected as it is in the conservation area, (the current shop is a single storey building). It will also affect the privacy and vista for the properties opposite on Chapel Croft. 5. The local primary school is already unable to accommodate the local population and there is concern about the capacity of the existing sewage system which it is planned this development will use unmodified. 6. Traffic on local roads is already a problem and access to part of the development via Croft Lane in particular will cause major problems. As it is the road is not wide enough without a further significant increase in regular users. <p>In summary, 17 new dwellings on the site is far too many and this should be significantly reduced to allow sufficient space for parking, be less of a burden on the already stretch local infrastructure and create a development that adds to the village's character and appeal</p>

<p>1 ALEXANDRA ROAD,CHIPPERFIELD,KINGS LANGLEY,,WD4 9DS</p>	<p>Very upset hearing about this planned development and how big it's going to be. Our properties will be overlooked if this goes ahead, they've tried to crame so many in, including flats over the new proposed post office. As well as all the disruption during the build and after. The roads are small and not made for big trucks. There is. Also the stain it will have no the village resources, like the local schools, drs etc. The list is endless.</p>
<p>55 CROFT END ROAD,CHIPPERFIELD,KINGS LANGLEY,,WD4 9DZ</p>	<p>1) The proposal states the access road from Croft Lane is in constant use, this is incorrect. The only time the gates opened were when the Nursery cut the grass verge belonging to The Highways Agency at the front, potentially twice a year. It has been suggested that local businesses have used this route, but all access has been via the Chapel Croft Nursery. 2) The Transport Statement also states that the border of the title extends onto Croft which in fact it does not. The title of the developer's land stops at the gate and the ground between that and Croft Lane is Highways owned.</p>
<p>55 CROFT END ROAD,CHIPPERFIELD,KINGS LANGLEY,,WD4 9DZ</p>	<p>There are not any 3 storey developments in this area which goes against recommendations made in the Chipperfield Village Design Statement (CVDS). Whilst the documents claim the shop site to be 2.5 storeys, as the third flat is a separate dwelling, then this should be classed as 3 storeys. For any other loft conversions on Chapel Croft, DBC has only accepted dormer windows that are not in public view. 17/18 houses built on this small site seems excessive for a small village and the space available.</p> <p>The larger, 5 bedroom houses are only allocated two parking spaces. The flats are allocated one parking space each. If the new residents have more cars per allocation, where else will they park?</p> <p>The Visitors spaces are located via the Chapel Croft access and not via Croft Lane. Therefore, where will any visitors to plots 8 to 13 park? It is clear that visitors will park on Croft Lane causing problems with local residents.</p>
<p>ROSEMONT COTTAGE,THE STREET,CHIPPERFIELD,KINGS LANGLEY,WD4 9BH</p>	<p>Original plan was for 12 and has now been increased to 17, which I feel is an over development of the site. The rd on croft estate is already narrow and difficult to dive down, additional footfall, cars and construction traffic will make this worse and with limited path more dangerous for those who live on the estate and use it to walk to the woods and play park.</p> <p>Parking provision needs to be better for the homes as well as the shop.</p>

	<p>Currently the shop is single story and feel it should stay this way as it is a conservation area the frontage should also not be bought forward of the current building line as it will dominate the road and the houses opposite.</p> <p>The Chipperfield Village Planning document has been completely over looked, and quite frankly Dacorum cannot possibly support this application. This village does not have street lighting and should remain this way.</p> <p>Where are the 17 household going to go to school which is already full, doctors, and shops - this is a vast increase on the traffic to move them about.</p> <p>Prices of the "local affordable housing" are ridiculous and not affordable for the first time buyer and would not help my children remain in the area once they want to set up home.</p> <p>I would prefer to see all access to the houses from Chapel Croft and no access from the croft lane. I welcome the shop and post office remaining but feel 17 houses is over fill.</p>
<p>1 OLD SCHOOL COTTAGES, THE COMMON, CHIPPERFIELD, KINGS LANGLEY, WD4 9BS</p>	<p>Chipperfield Parish Council believes that despite the principle of development being previously established and amendments having already been made by the applicant, this particular proposal is not appropriate for its village setting in Chipperfield. The following points explain why the Parish Council believe that the proposal as it stands should be refused and the reason that could be used for refusing the application. Amendments that would be sought in a revised application are also detailed below.</p> <p>REASONS FOR REFUSAL & MATTERS TO BE ADDRESSED</p> <ol style="list-style-type: none"> 1. The density of the development proposal is not appropriate for its location in the Green Belt and in Chipperfield, a small village recognised in the Dacorum Adopted Core Strategy as being one of the least sustainable areas of the borough. It is therefore contrary to Policy CS6 which seeks to maintain a low density of development in the Green Belt settlement and para 145 of the NPPF which advises that construction of new building in the Green Belt should be regarded as inappropriate, stressing in the list of exceptions that there should only be limited infilling. 2. Having regard to the sustainability issues, the site allocation Proposal H/21 makes provision for a maximum of 12 dwellings, which the development proposal

overlooks, seeking instead to increase the number of new buildings by more than one third. Para 144 of the NPPF advises: "When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt".

3. The development proposal is contrary to para 102, 103 and 105 of the NPPF which advise that transport issues should be thoroughly considered at the design stage. It has failed to appropriately address the lack of genuine choice of transport modes in the area and has not made sufficient provision of parking spaces within the development to meet the need of future residents who are likely to be car dependent, or to accommodate visitors and shop customers.

? Local bus services (e.g. Bus 352) runs at very low frequency and train stations are miles away, the nearest railway station being Kings Langley, approximately 2.9 miles away.

? There is no provision for encouraging cycling or other sustainable modes of transport within the proposed development and this will further encourage private car journeys to access essential services.

? There is no provision for a pedestrian route through the site and existing pedestrian access from Croft Lane is proposed to be removed.

? Garages, which are often converted under permitted development rights, have been counted toward the total parking spaces provided. This could reduce the number of spaces available over time unless a condition specifically removing permitted development rights to convert garages is added to the planning permission. Contrary to para 105 of the NPPF because the lack of public transport and lack of accessibility of Chipperfield to essential services has not been taken into account in the calculation of the appropriate number of car parking spaces provided. Also contrary to Adopted Policy CS8 Sustainable Transport.

? The insufficient amount of visitor parking provision at the Croft Lane section of the proposed development will further encourage on-street parking and reduce the quality of the conservation area streetscape. The high density, particularly at the Chapel Croft section, results in insufficient parking for residents, visitors, shop/PO staff and shop/PO customers (Shop/PO staff are not local-need 3-4 spaces).

? The development proposal is contrary to paragraph 102 of the NPPF as it does not adequately consider the environmental impact on traffic and transport infrastructures as advised. The Croft Lane access is too narrow to accommodate increased car movement. The turning provision to cul-de-sac at Croft Lane section raises further road safety concerns.

? The proposed development will have a negative impact on air quality and public health, contrary to paragraph 103 of the NPPF, due to lack of sufficient alternative to the use of the private vehicles to access employment opportunities and essential facilities and services.

4. The proposed development is contrary to para 118 of the NPPF which advises that development should be consistent with the prevailing height of neighbouring properties. The proposed Chapel Croft elevation is half a storey higher than the Nursery House (2 storeys) and most properties in the conservation area.

5. The development proposal does not explain how light pollution will be avoided and how that could potentially have a negative impact on the ancient woodland located to the North West of the site which is recognised as being an "habitat of principal importance for the conservation of biodiversity under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006." (Source: Preliminary Ecological Appraisal). This is contrary to paragraph 180 of the NPPF, which seeks out to limit light pollution/ disruption of wildlife habitats.

6. The proposed development will diminish the quality of the view from the conservation area to the ancient Woodland to the North West of the Application site due to the intensity of new built form and increased building heights.

7. The proposed development will diminish the quality of the view from the conservation area to the ancient Woodland to the North West of the Application site due to the intensity of new built form and increased building heights.

8. It is important that in terms of design and the impact on the character of the village that the whole scheme is treated as though it is in a Conservation Area, because part of it is in the conservation area and much of it is viewable from the conservation area. Detail design, materials and finishes should be dealt with by the DBC conservation team with reference to the Chipperfield Village Design Statement.

9. The response from Thames Water in the applicant's package of supporting documents is inadequate and

	<p>must be challenged by DBC. There are issues in the village with both foul and surface water drainage. Properties adjacent to the development already experience frequent sewerage overflows (approx. monthly) from the main sewer (to which this development will connect) running north to the rear of the Croft Lane houses to north east of site. The sewer is apparently cracked and affected by tree routes. Despite representations by residents to Thames Water over more than a decade no plan to rectify this has been forthcoming. One resident has an alarm installed by Thames Water in an inspection chamber in their rear garden to signal blockage in advance of an overspill.</p> <p>10. Because of the lack of affordable homes in Chipperfield allocations should give priority to those with local connections (to be defined by DBC).</p> <p>11. There has been no provision made for a turning head at the end of the cul-de-sac at Croft Lane section and this is not acceptable. The applicant's contention that 'it is not necessary' is not acceptable to the Parish Council.</p> <p>12. The detailed design of 'yard' at rear of 'Shop/PO' building needs careful consideration. Brick wall to rear of units 1,2,3 is OK but should be set back from yard to allow 'greening' of the yard perimeter with native hedging.</p>
<p>34 CROFT CLOSE,CHIPPERFIELD, KINGS LANGLEY,,WD4 9PA</p>	<p>In 2002 we received a document produced by the Parish Council, supported by Dacorum Council stating there would not be any more estates in Chipperfield.</p> <p>The Garden Scene development has now applied for 17 houses, not the 12 originally applied for. Please note the original application was for 12 houses and the access to Croft Lane is limited with no pathway, so when I walk my children to school I play Russian roulette with the traffic, so I would not encourage access to the new development from Croft Lane as this would add to a dangerous situation as it is.</p> <p>The Layby in front of the new post office is suicide from the road and the cottages in front. Currently there is NO parking provision and you find 5/6 cars daily parked on the road and therefore causing chaos to pedestrians especially the children.</p> <p>Why would you put flats in an area right by a conservation area, I think actually Chapel Croft is in the Conservation Area with cottages that can be viewed from a flat above the Post Office - really it is the worst piece of planning and should be stopped.</p> <p>We are a village and most people do not want flats and</p>

	<p>laybys otherwise we would live in Hemel Hempstead. The Chipperfield Village Planning document has been completely over looked, and quite frankly Dacorum cannot possibly support this application.</p> <p>We do not have street lights, so how can you have an estate of 17 houses in the space?</p> <p>Where will these people park, shop go to the doctors or indeed school.</p> <p>The look of the houses is not in keeping with the village, it has not been thought through, and there is no consideration to the villagers already here.</p> <p>The prices will be ridiculous and so not one local will be able to afford the houses.</p> <p>No play area or adequate parking as we know that most people drive a car, and so 17 house would generate 34 straight away and if they are 4/5 bedroom houses they will have older kids who drive.</p> <p>Must we have a child run over (Croft Lane no path already mentioned) before you take any notice of the access being too small in Croft Lane.</p> <p>The houses in Croft Lane will be looked over and the landscaping a mature trees have not been taken into consideration, again I go back to the document produced in 2002 !</p>
<p>ROSE COTTAGE, CHAPEL CROFT, CHIPPERFIELD, KINGS LANGLEY, WD4 9EJ</p>	<p>Dear Sirs,</p> <p>I write with reference to the recent proposed new development under reference number 4/02249/18/MFA. I would like to voice my concerns regarding the proposed development and have listed these as follows:</p> <p>Privacy</p> <p>1) If a three-storey development replaces the current one floor shop this will mean multiple premises in Chapel Croft and Croft Lane will be overlooked from the flats of the new development, resulting in serious invasion of privacy. My garden (house opposite the new development on Chapel Croft) will be looked into via the second and third floor storeys of the flats above the proposed new shop.</p> <p>2) The invasion of privacy not only will include a clear line of eyesight into the residential premises, it will also create a clear line into existing, private gardens, including mine and my neighbours.</p> <p>3) There are not any 3 storey developments in this area which goes against recommendations made in the Chipperfield Village Design Statement (CVDS). Whilst the documents claim the shop site to be 2.5 storeys, as the third flat is a separate dwelling, then this should be classed as 3 storeys.</p>

4) For any other loft conversions on Chapel Croft, DBC has only accepted dormer windows that are not in public view - by moving the dormer view into the rear of the proposed development rather than onto Chapel Croft this still causes an issue for privacy for people on the new development.

5) 17/18 houses built on this small site is excessive for a small village and the space available.

6) Whilst privacy is tantamount, it should also be recognised that once the large development has been completed, there will be an intrusion of additional noise into existing homes.

Parking

1) The Transport Statement states there are 38 allocated parking spaces. Having reviewed the plans, there are 30 allocated spaces and 8 are for 'visitors. Having counted 55 bedrooms on the site (mainly double), this indicates that 45% of occupants will not have a vehicle.

2) The larger, 5-bedroom houses are only allocated two parking spaces. The flats are allocated one parking space each. If the new residents have more cars per allocation, where else will they park?

3) The Visitors spaces are located via the Chapel Croft access and not via Croft Lane. Therefore, where will any visitors to plots 8 to 13 park? It is clear that visitors will park on Croft Lane causing problems with local residents which cannot be acceptable.

4) Parking Standards used by Iceni Projects are based on DBC, Zone 4 thoughts published on 21/04/2004 - 14 years ago! Should the 'South West Herts Growth and Transport Plan Consultation' be considered?

5) The proposed site layout plan from Boast Associates dated 31st August 2018 shows 6 parking spaces for use by the shop - two in the layby and four on the left as you go into the new development. The shop owner currently tells me he uses three spaces on most days, so this leaves just three spaces for users of the popular Village shop. This is completely inadequate and will result in people parking on Chapel Croft, Croft Lane and throughout the new development.

6) The layby is going to make the road more dangerous as vehicles drive on this road over the 30mph limit and with cars pulling out of the spaces will result in potential accidents.

7) My house has a driveway that will be directly opposite the proposed new layby - this is not acceptable as it will make this already dangerous road even more dangerous by people driving both ways up and down Chapel Croft, out of my drive and out of the layby.

8) My children will also have to cross the road into the

new layby and not onto the current pathway - this is not acceptable. It is dangerous for adults let alone children.
9) The layby does not fit within the CVDS and other shops in the village do not have laybys so why should this be acceptable? Additional parking will have to be made available inside the development area to make this work.

Transport

1) Due to the lack of parking and assumption of less cars, the Transport Document has been submitted (Iceni Projects, August 2018) and appears to be inaccurate. The document states that there have been no accidents on Chapel Croft whereas the police have recently been involved in incidents involving the Lollipop Lady being hit by a car. Further, if the roads were quiet, no Lollipop person would be required.

2) In regard to section 5.4 within the Transport Statement, the reduction in traffic numbers is confusing. There appears to have been an assumption that multiple cars were parking there due to working at the local car dealership rather than going into the Post Office and Village store. This is difficult to believe when a majority of staff actually park in Croft Close. Out of the 'discounted numbers' the report states that from the dwellings, only 12 cars will come in and leave between 8am - 9am every morning (12 cars leaving 17 dwellings in rush hour?). It is hard to believe that the development will result in a lower level of traffic at this time of day/night - rush hour!

3) To relieve the parking, Iceni believe that existing bus routes, combined with new residents cycling, is the solution. However, whilst there three bus routes, only one will service Chipperfield before 9am (352 to Watford at 7.38am. not good if you want to go to Kings Langley or Hemel). The next bus out of Chipperfield is the 319 which goes to Kings Langley and Garston but doesn't arrive until 9.15 am (how does that support any commuters?). Further, the 352 service operates on a Saturday but no other buses service the Village at the weekend.... It is a VERY limited solution!

4) The statement states that Chipperfield is a 'rural, lightly trafficked road'. In reality, Chipperfield is an alternative route for Lorries, trucks and cars from the M25 to Watford, Hemel and the M1. By taking Junction 18 from the M25, vehicles take the back routes (Solesbrigde Lane, North Hill, New Road) as it is common practice to circumvent delays. Add into this, Chipperfield Road has existing bridle paths (Jasmine Pathway), footpaths and rights of way due to the recognition that the is potentially dangerous road network. Chipperfield is basically a rat run.

5) Currently, the Bin Collection Lorry reverses into the Garden Scene site to gain access to the bins for

premises at the left-hand side of the site. DBC states that "each house should have space to store 3 x wheeled bins and a kerbside caddy. They should also have a similar amount of space outside their boundary nearest the road to present them for collection. The collection vehicle will be a 26ton rigid freighter". Do these plans provide for this?

6) The new development plan does not include a turning point for the Lorry, further bin stores are not located next to the road. This will cause delays for both residents and the bin Lorry.

7) Again, the Croft Lane access road does not include a turning point for the bin Lorry, so again the Lorry will have to reverse onto the road or reverse out of the road, surely this is dangerous?

Croft Lane

1) The proposal states the access road from Croft Lane is in constant use, this is incorrect. The only time the gates opened were when the Nursery cut the grass verge belonging to The Highways Agency at the front, potentially twice a year. It has been suggested that local businesses have used this route, but all access has been via the Chapel Croft Nursery.

2) The Transport Statement also states that the border of the title extends onto Croft which in fact it does not. The title of the developer's land stops at the gate and the ground between that and Croft Lane is Highways owned.

3) This right of way could potentially not be wide enough for a two-lane access to be created, if this is the case how would this work safely?

4) There are two properties either side of the gate. By creating the two-lane access road, vehicles (including the wide Bin Collection Lorry) will be very close to the existing structures and create damage. This needs to be investigated via the Highways Agency.

Topographical Report / The Ecology Partnership Report - June 2018

1) Trees - The Ecology report states - 6.5 - the potential use of bats in willow/oak trees and that these trees should not be touched by the development. This doesn't seem to be clear in the application, so this needs confirmation before acceptance.

2) The Ecology report - 3.0 results - shows that Red Kites are within 1km of the site. In fact, they are evident multiple times during the day so stating '1km' is an assumption. The DBC conservation area should investigate.

3) 3.0 also states that bats are "negligible" in the "buildings to be destroyed" - what does 'negligible'

mean? If there are protected bats within the development, this needs to be investigated by the Conservation area. They certainly are visible in our garden nightly.

4) 4.16 says bats "commute" across the site and recommends that bat boxes are fitted/installed on local trees to support them - again, a protected species which needs investigation.

5) DBC can investigate this but potentially the WWF (www.wwf.org.uk/contact-us) and the Bat Conservation Trust (www.bats.org.uk/pages/contact) should be contacted.

Green Belt

1) Chipperfield is entirely located within the Green Belt, Green Belt policies as set out in the NPPF should therefore apply.

2) Paragraph 143 of the NPPF states that 'inappropriate development should be approved except in very special circumstances'. As no very special circumstances are demonstrated, the applicant would need demonstrate an exception for development in the Green Belt as set out in Paragraph 145.

3) Paragraph 145 (g) would be most applicable exception for development in the Green Belt to this application (the redevelopment of previously developed land). However, Paragraph 145 (g) does on to state that it would need to not have a greater impact to the openness of the Green Belt or cause substantial harm to the openness of the Green Belt.

4) As no figures have been put forward to show what change in the metres squared floor space, or the metres cubed volume, we cannot determine whether there would be a harm to the openness of the Green Belt. Until these figures are given, it must be considered that the proposals cause harm to the openness of the Green Belt and are therefore are inappropriate development.

Sewers

1) Several residences along Croft Lane have issues with existing flow of pipe work. The increase of residential dwellings on this framework will cause a larger issue.

2) To change these pipes would mean digging up several existing residential gardens.

	<p>I hope that the above is self-explanatory but if you require clarification of any issue please do not hesitate to contact me.</p> <p>Sincerely,</p> <p>Clare McFadyen Mobile - 0778 7726612</p>
<p>KINGSFORD,KINGS LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9EN</p>	<p>Our concerns are as follows;</p> <ol style="list-style-type: none"> 1. Parking - we have seen other developments on brownfield sites in the area that have had inadequate parking. As a result, occupants are forced to park on pavements within the development and main roads creating hazards for pedestrians and clogging up traffic. One bed dwellings (for 2 adults) need more than one parking space and 5 bed dwellings need more than 2 spaces. The proposal is totally inadequate. 2. The size of the development is too large for the plot - the legally recognised Chipperfield Design Statement suggests the plot is suitable for 12 houses. The development has 17 houses and should be reduced to no more than 12 in keeping with local guidelines. 3, Building height - a 3 storey building housing a shop with flats above at the front of the development doesn't work. This will certainly affect the privacy and vista for the properties opposite.. It is also not in-keeping with the buildings in the immediate vicinity which are either 1 or 2 story dwellings. 4. Infrastructure - the local school is already unable to handle the number of children wanting to attend. This will just worsen an already difficult situation. Also, there have been problems with the sewerage system backing up in and around the conservation area so unless there is an upgrade to the system the increase in sewerage will worsen an existing problem.
<p>The Well House,Commonwood,Kings Langley,,WD4 9BB</p>	<p>PLANNING OBJECTION</p>

	<p>I am afraid I am saddened, and I do not believe I am alone, by the proposed development by Marchfield Homes Ltd on the Garden Scene site.</p> <p>Please don't destroy our wonderful VILLAGE!</p> <p>Quite clearly no consideration has been given to the generations of us who have lived here, some all their lives, some for many many years and some more recently. We chose to live in a VILLAGE. That village cannot take any more - the infrastructure is not there - and we will not be able to cope. It will also set a precedent for other sites in the future - ie. Chipperfield Land Rover Garage, Wyevale Garden Centre and ultimately our precious farm land?</p> <p>Can you imagine the mayhem that will be caused during construction?</p> <p>There is far too much traffic at the best of times without the addition of construction traffic - not to mention the damage to the already dreadful road surfaces. Wherever access is gained to the site it is going to be extremely dangerous - and a nightmare. Croft Lane, Chapel Croft or Tower Hill (?) will be grid-locked. Builders lorries cause havoc when just one property has alterations!</p> <p>If there is such a pressing need for housing in the village why are the recently built properties in Chapel Croft still unsold? And what will happen if the planned houses on The Spice Village site are built?</p> <p>As the Garden Scene site is vacant it is obvious that something must be done rather than let it become a vandalised eyesore (a horror scenario for the residents of Croft Lane) - there must surely be a way to revise the plans to a more realistic and viable size of development. Please don't let it just be for maximum profit at the expense of our VILLAGE.</p> <p>I wholeheartedly support all the objections that have stressed all the salient points - I just hope DBC is sympathetic to our cause.</p>
<p>OLD OAK,THE COMMON,CHIPPERFIELD,KINGS LANGLEY,WD4 9BL</p>	<p>Having reviewed the plans, my objections on the project being given planning consent are concerning (i) the impact 17 units will have with limited parking on the safety of the road/junction on Chapel Croft for vehicles and pedestrians (ii) the removal of amenities in the village with no adequate replacement and (iii)</p>

	<p>maintaining the place making of Chipperfield. As currently stated, I do not believe that the application deals with any of these points. Dealing with each point in turn:</p> <p>(i) Traffic & Parking: this area is already congested with cars parking on the corners making visibility poor when attempting to drive and/or cross the road at this junction. With very limited parking provisions in the development, I do not understand how the additional traffic created will ease the safety of this junction, I can only envisage that it will get worse.</p> <p>(ii) Amenities: closure of the garden centre removed amenities and employment from the village. The proposed development does not seek to replace or make provision for what has been removed. Surely this should be adequately addressed as part of planning policy. Change of use for the site would be understandable if the garden centre had not been performing or was a vacant site.</p> <p>(iii) I do not understand how the development/design of 17 units on this site are in keeping with the village scene and place making. As far as I can see they are at odds with the rest of the village and in that location, particularly when you look at the height of the proposed development. It will impact the privacy of the surrounding properties and the overall view of the immediate area. Any permitted consent should look to maintain the look/feel of the village, not change it.</p>
<p>LYNDHURST,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX</p>	<p>Although I have moved to Chipperfield in the last few years I have been a visitor to the area all my life and moved here with my family because of the village and community feel. It is my concern that this development is not within the keeping of the village for the following reasons;</p> <p>The 17 houses plus the 1 private development is far too many for the area. The parking spaces do not accommodate anywhere near enough of the proposed new residence and the back part only contains 2 clear spaces for each 5 bedroom house. We have recently been told that we need more than that for our 3 bedroom house. My major concern is that the parking over spill will cause parking directly behind and beside my house causing encroachment upon our privacy. Various visitors to neighbouring properties already park on the road directly outside our house and this makes Croft Lane already dangerous in the rush hour times. The access track on Croft Lane I believe as well will cause even more danger's to surrounding families, ourselves being one. There is no footpath opposite the proposed access, the existing footpaths one side are too steep to push a</p>

	<p>buggy and the other leaves very little room with cars permanently parked there. The track itself is not and has never been since I have lived here in use and seems far too narrow for a two lane highway. I do not see why the development cannot be accessed via the existing road on Chapel Croft to save causing further safety issues.</p> <p>The development of this track causes me concern for the structure of our property. We have already cracks through ground movement and I am concerned that any development in close proximity will aggravate this further.</p> <p>There doesn't have seemed to be a light survey with the application and I am concerned that Chipperfield being a village without road lights a new development of this size and height will impact on this greatly.</p> <p>Within the application it stated that there were no Red Kites or bats which I see on a regular basis, my concern is that as they've got this clearly wrong what else in the application is incorrect and not thought through.</p> <p>This development seems to being ignoring completely the Chipperfield Design Statement which I have been told is a legal document.</p>
<p>WOODLANDS,108 SCATTERDELLS LANE,CHIPPERFIELD,KI NGS LANGLEY,WD4 9EZ</p>	<p>I object to this planning application on the following grounds:</p> <p>The number of dwelling is far too high. Dacorum's own assessment for this site was for 12. This application is for 17/18. The height of the buildings will be over 2 storeys which is not in keeping with the local buildings. The plan is not sympathetic to the local conservation area or Green Belt.</p> <p>Transport links for work are minimal unless journeys are made by car. There is only one bus leaving the village before 9:15, so this is not a realistic option for commuters. Cycling is not feasible or safe either, as the roads out of the village are very narrow, steep and are crumbling at the edges. There is no cycle route. The current traffic flows are very busy with fast moving cars, HGVs and vans rat running through the village.</p> <p>Parking is not adequate based on the plans. Parking is already an issue in the village, and this development as it stands will create more problems as 55 bedrooms are allowed only 30 parking spaces for residents. It is likely to</p>

	<p>assume that some dwellings will have more than one car as alternative means of transport are not available. The 8 spaces and lay by for visitors and for the shop are also completely inadequate.</p> <p>Environmental factors are not considered, for bats and red kites are frequently seen flying over the village. We reluctantly cohabit with Glis Glis in our garden and loft space, yet these rare creatures are being dismissed by this application. It is not clear if the archaeological site of the old Pest House and burial ground will be disturbed. (Croft Lane used to be called Pest House Lane). It is not clear how waste (bins and recycling) will be managed for these new houses as the density is so high.</p> <p>It is not clear how extra school places will be met by the village school.</p> <p>New houses are needed in the area, particularly social housing, but this application as it stands is too dense for the site available and creates road safety and other public infrastructure capacity issues.</p>
<p>High Trees,Church Lane,Horsted Keynes,,rh17 7ay</p>	<p>As a regular visitor to Chipperfield and as a campaigner to protect rural England and it's villages, I object to this development on various grounds:</p> <ol style="list-style-type: none"> 1. The proposed development should not be approved until a full intrusive ground investigation has been completed to determine the soil conditions for foundation design, as well as to determine potential risks associated with ground contamination, in particular ground gas risk and potential contamination in the vicinity of identified on-site sources. 2. The Ecological Appraisal is poor and is full of 'maybe's' and 'if's' rather than hard facts or any extensive ecological studies. It is clear that the redevelopment of the site will involve the potential loss of habitats for bats. It may be that these are sub optimal habitats but the report has not produced enough evidence to support this and a further bat study from an expert organisation should be organised. Similar reports to confirm the suspicions around reptiles should also be conducted. In a country where we are losing huge amounts of countryside and wildlife each year through development, it is not enough to produce a report that says 'the site is considered'. The report should produce firm hard facts and conclusions through extended and prolonged wildlife studies.

3. There are likely a huge amount of nesting birds in this area and I fail to see how construction could be possible without disturbance to them. It is no wonder that many species of British birds are in sharp decline when we are destroying their habitats in large volumes. Building 17 houses on this site will most definitely have a detrimental impact.

4. The dangers of increased traffic on the road and the surrounding areas have not been properly considered. The road is used by pedestrians cyclists and horse riders. Cars already go too fast along it and increased traffic would jeopardise the safety of vulnerable road users more than it already does.

5. The rules of building in conservation areas state that 'all new development within conservation areas (buildings, extensions and alterations to existing buildings, and other important contributors to the overall scene such as walls, fencing, parking, street furniture and landscaping) should positively enhance the characteristics of the street scene and blend with the local building tradition'. Chipperfield is a village of significant historical importance and is at danger of losing its identity as a typical English Village. I feel that a development of an additional 17 houses would have a detrimental effect on the conservation of the area and do absolutely nothing to enhance the special character of the village.

6. The development will, without question, increase noise pollution, light pollution and air pollution. All of which have a negative impact on the surrounding wildlife, people, historic buildings and environment.

7. There is no local need for a development of this size.

8. There is a lack of infrastructure to support housing developments in Chipperfield. The lanes that surround the village are unsuitable for additional traffic. There is limited local employment, limited public transport, limited school places, limited medical facilities and the trains into London for commuters are already overcrowded and poorly performing.

9. The development does not fit in the with the Chipperfield Village Design Statement.

10. The development will be a clear invasion of privacy to the surrounding residents/houses.

	<p>11. The proposed development does not seem to adequately address the likely demand for parking. Additional houses bring not just the residents, but also visitors, delivery drivers etc.. Where will all these residents and additional cars park? It is likely that vehicles will be pushed out onto already busy neighbouring roads.</p>
<p>9 QUEEN STREET,CHIPPERFIELD,KINGS LANGLEY,,WD4 9BT</p>	<p>Comments: in 2002 we received a document produced by the Parish Council, supported by Dacorum Council stating there would not be any more estates in Chipperfield. The Garden Scene development has now applied for 17 houses, not the 12 originally applied for. Please note the original application was for 12 houses and the access to Croft Lane is limited with no pathway, so when I walk my children to school and play Russian roulette with the traffic, so I would not encourage access to the new development from Croft Lane as this would add to a dangerous situation as it is. The Layby in front of the new post office is suicide from the road and the cottages in front. Currently there is NO parking provision and you find 5/6 cars daily parked on the road and therefore causing chaos to pedestrians especially the children. We are a village and most people do not want flats and laybys otherwise we would live in Hemel Hempstead. The Chipperfield Village Planning document has been completely over looked, and quite frankly Dacorum cannot possibly support this application. We do not have street lights, so how can you have an estate of 17 houses in the space? Where will these people park, shop go to the doctors or indeed school. The look of the houses is not in keeping with the village, it has not been thought through, and there is no consideration to the villagers already here. The prices will be ridiculous and so not one local will be able to afford the houses. No play area or adequate parking as we know that most people drive a car, and so 17 house would generate 34 straight away and if they are 4/5 bedroom houses they will have older kids who drive. Must we have a child run over (Croft Lane no path already mentioned) before you take any notice of the access being too small in Croft Lane.</p>
<p>THE WHITE HOUSE,CHAPEL CROFT,CHIPPERFIELD,KINGS LANGLEY,WD4 9EH</p>	<p>We live adjacent to the Garden Scene site. Our concerns are the number & type of properties that are proposed.</p>

	<p>We feel that there are to many houses that have been applied for & feel it would benefit the local area to reduce the amount of houses considerably.</p> <p>Also, I don't feel it's necessary to have flats on this site!</p> <p>Traffic & other impacts on the area need to be considered.</p> <p>Regards,</p> <p>Jane</p>
<p>9 CROFT FIELD,CHIPPERFIELD,K INGS LANGLEY,,WD4 9ED</p>	<p>We object for the following reasons:</p> <ul style="list-style-type: none"> - The proposed size at 17 is too large and exceeds what was originally proposed (12) - The height of the structure for the post office shop with two rows of flats above - Privacy, noise and security issues for existing residents - The general layout with the increased traffic dangers in Chapel Croft and Croft Lane - The lack of parking for the size of the development proposed - Not in keeping with the Chipperfield Design Statement
<p>TY NEWYDD,whitstone road,Newport,,NP19 8BB</p>	<p>My son & daughter in law live opposite this proposed development & I object on the following grounds:</p> <p>Privacy</p> <ol style="list-style-type: none"> 1) If a three-storey development replaces the current one floor shop this will mean multiple premises in Chapel Croft and Croft Lane will be overlooked from the flats of the new development, resulting in serious invasion of privacy. 2) The invasion of privacy not only will include a clear line of eyesight into the residential premises, it will also create a clear line into existing, private gardens. 3) There are not any 3 storey developments in this area which goes against recommendations made in the Chipperfield Village Design Statement (CVDS). Whilst the documents claim the shop site to be 2.5 storeys, as the third flat is a separate dwelling, then this should be classed as 3 storeys. For any other loft conversions on Chapel Croft, DBC has only accepted dormer windows that are not in public view. 4) 17 houses built on this small site seems excessive for a small village and the space available. 5) Whilst privacy is tantamount, it should also be recognised that once the large development has been completed, there will be an intrusion of additional noise into existing homes. <p>Parking</p>

- 1) The Transport Statement states there are 38 allocated parking spaces. Having reviewed the plans, there are 30 allocated spaces and 8 are for 'visitors'. Having counted 55 bedrooms on the site (mainly double), this indicates that 45% of occupants will not have a vehicle.
- 2) The larger, 5 bedroom houses are only allocated two parking spaces. The flats are allocated one parking space each. If the new residents have more cars per allocation, where else will they park?
- 3) The Visitors spaces are located via the Chapel Croft access and not via Croft Lane. Therefore, where will any visitors to plots 8 to 13 park? It is clear that visitors will park on Croft Lane causing problems with local residents.
- 4) Parking Standards used by Icen Projects are based on DBC, Zone 4 thoughts published on 21/04/2004 - 14 years ago! Should the 'South West Herts Growth and Transport Plan Consultation' be considered?
- 5) The proposed site layout plan from Boast Associates dated 31st August 2018 shows 6 parking spaces for use by the shop - two in the layby and four on the left as you go into the new development. The shop owner currently has a minimum of two if not three vehicles, so this leaves just three spaces for users of the popular Village shop. This is completely inadequate and will result in people parking on Chapel Croft, Croft Lane and throughout the new development.
- 6) The layby is going to make the road more dangerous as vehicles drive on this road over the 30mph limit and with cars pulling out of the spaces will result in potential accidents.
- 7) The layby does not fit within the CVDS and other shops in the village do not have laybys so why should this be acceptable?

Transport

- 1) Due to the lack of parking and assumption of less cars, the Transport Document has been submitted (Icen Projects, August 2018) and appears to be inaccurate. The document states that there have been no accidents on Chapel Croft whereas the police have recently been involved in regards to the Lollipop Lady being hit by a car. Further, if the roads were quiet, no Lollipop person would be required.
- 2) In regards to section 5.4 within the Transport Statement, the reduction in traffic numbers is confusing. There appears to have been an assumption that multiple cars were parking there due to working at the local car dealership rather than going into the Post Office and Village store. This is difficult to believe when a majority of staff actually park in Croft Close. Out of the 'discounted numbers' the report states that from the dwellings, only 12 cars will come in and leave between 8am - 9am every

morning (12 cars leaving 17 dwellings in rush hour?). It is hard to believe that the development will result in a lower level of traffic.

3) To relieve the parking, Icen believe that existing bus routes, combined with new residents cycling, is the solution. However, whilst there three bus routes, only one will service Chipperfield before 9am (352 to Watford at 7.38am, not good if you want to go to Kings Langley or Hemel). The next bus out of Chipperfield is the 319 which goes to Kings Langley and Garston, but doesn't arrive until 9.15 am (how does that support any commuters?). Further, the 352 service operates on a Saturday but no other buses service the Village at the weekend.... It is a VERY limited solution!

4) In regards to cycling, the statement states that Chipperfield is a 'rural, lightly trafficked road'. In reality, Chipperfield is an alternative route for Lorries, trucks and cars from the M25 to Watford, Hemel and the M1. By taking Junction 18 from the M25, vehicles take the back routes (Solesbrigde Lane, North Hill, New Road) as it is common practice to circumvent delays. Add into this, Chipperfield Road has existing bridle paths (Jasmine Pathway), footpaths and rights of way due to the recognition that the is potentially dangerous road network.

5) Currently, the Bin Collection Lorry reverses into the Garden Scene site to gain access to the bins for premises at the left hand side of the site. DBC states that "each house should have space to store 3 x wheeled bins and a kerbside caddy. They should also have a similar amount of space outside their boundary nearest the road to present them for collection. The collection vehicle will be a 26ton rigid freighter". Do these plans provide for this?

6) The new development plan does not include a turning point for the Lorry, further bin stores are not located next to the road. This will cause delays for both residents and the bin Lorry.

7) Again, the Croft Lane access road does not include a turning point for the bin Lorry, so again the Lorry will have to reverse onto the road or reverse out of the road, either way causing problems and delays.

Croft Lane

1) The proposal states the access road from Croft Lane is in constant use, this is incorrect. The only time the gates opened were when the Nursery cut the grass verge belonging to The Highways Agency at the front, potentially twice a year. It has been suggested that local businesses have used this route, but all access has been via the Chapel Croft Nursery.

2) The Transport Statement also states that the border of the title extends onto Croft Lane which in fact it does not.

The title of the developer's land stops at the gate and the ground between that and Croft Lane is Highways owned.

3) This right of way could potentially not be wide enough for a two-lane access to be created, if this is the case how would this work safely?

4) There are two properties either side of the gate. By creating the two lane access road, vehicles (including the wide Bin Collection Lorry) will be very close to the existing structures and create damage. This needs to be investigated via the Highways Agency.

Topographical Report / The Ecology Partnership Report - June 2018

- 1) Trees - The Ecology report states - 6.5 - the potential use of bats in willow/oak trees and that these trees should not be touched by the development. This doesn't seem to be clear in the application, so this needs confirmation before acceptance.
- 2) The Ecology report - 3.0 results - shows that Red Kites are within 1km of the site. In fact, they are evident multiple times during the day so stating '1km' is an assumption. The DBC conservation area should investigate.
- 3) 3.0 also states that bats are "negligible" in the "buildings to be destroyed" - what does 'negligible' mean? If there are protected bats within the development, this needs to be investigated by the Conservation area.
- 4) 4.16 says bats "commute" across the site and recommends that bat boxes are fitted/installed on local trees to support them - again, a protected species which needs investigation.
- 5) DBC can investigate this but potentially the WWF (www.wwf.org.uk/contact-us) and the Bat Conservation Trust (www.bats.org.uk/pages/contact) should be contacted.

Green Belt

- 1) Chipperfield is entirely located within the Green Belt, Green Belt policies as set out in the NPPF should therefore apply.
- 2) Paragraph 143 of the NPPF states that 'inappropriate development should be approved except in very special circumstances'. As no very special circumstances are demonstrated, the applicant would need demonstrate an exception for development in the Green Belt as set out in Paragraph 145.
- 3) Paragraph 145 (g) would be most applicable exception for development in the Green Belt to this application (the redevelopment of previously developed land). However, Paragraph 145 (g) does on to state that it would need to not have a greater impact to the openness of the Green

	<p>Belt, or cause substantial harm to the openness of the Green Belt.</p> <p>4) As no figures have been put forward to show what change in the metres squared floor space, or the metres cubed volume, we cannot determine whether there would be a harm to the openness of the Green Belt. Until these figures are given, it has to be considered that the proposals cause harm to the openness of the Green Belt and are therefore are inappropriate development.</p> <p>Sewers</p> <p>1) Several residences along Croft Lane have issues with existing flow of pipe work. The increase of residential dwellings on this framework will cause a larger issue.</p> <p>2) To change these pipes would mean digging up several existing residential gardens.</p>
<p>4 DIDSBURY COTTAGES, CHAPEL CROFT, CHIPPERFIELD, KINGS LANGLEY, WD4 9DP</p>	<p>The traffic through chapel croft is very heavy and apart from the rush hour and school times, we get many very heavy lorries through on and off all day and sometimes at night. This is not a wide road; children cross the road to go to school and cars and lorries often greatly exceed the speed limit. Whilst I understand there will be some sort of development at garden scene, I think it is too big in its present format. Not only will chapel croft have to deal with heavy lorries and vans using it during construction, there will then be the residents of the new development, some of which will be quite large houses. The number of houses on the new development needs to be reduced to minimise the disruption caused during building and afterwards. Strict traffic calming measures need to be introduced. Also there is not enough parking on the new development, which will have a further detrimental impact on the neighbourhood.</p>
<p>18 FIVE ACRES, KINGS LANGLEY, WD4 9JU</p>	<p>I believe that the development is too large for the site. The number of units should be reduced and the idea of flats abutting the road is unacceptable. Furthermore the allocation of parking facilities is grossly insufficient. This site is in the heart of the village and involves the rebuilding of the Post Office and general store as well. From what I can understand this will be devalued in the new development with limited parking. The Post Office and general store are currently the hub of a thriving village and should continue to fulfill this important role in the village.</p> <p>Furthermore there will be increased traffic as a result of the development which in itself will have an impact on the neighbouring area and villages.</p> <p>Any proposed development should be of a much smaller</p>

	<p>scale and consideration should be given in a sympathetic way to blend in with the lovely character which exists in Chipperfield.</p>
<p>THE COTTAGE,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EL</p>	<p>I object to this application for a number of reasons:</p> <ol style="list-style-type: none"> 1. 3 storey buildings are out of character with the village. this is a conservation area so new buildings should be in keeping with the rest of the village; 2. 17 properties means that there will be a marked increase in the traffic on Chapel Croft. it is already a busy road especially at rush hour. it is already very difficult to get off our drive in the morning. with the addition of approximately 34 cars each trying to join Chapel Croft at such times, the traffic will be unsustainable; 3. where will all the visitors to these properties park? 4. a lay-by for the postoffice is not appropriate - lots of people in the village rely on the post office and those not able to walk far need to be able to park safely and for longer than a few minutes; 5. the number of dwellings is not appropriate - in 2017 the council determined that the site was suitable for 12 dwellings; 6. the proposal does not seem to accord with the Chipperfield Design Statement which it should do; 7. the section 106 offer of a storage shed is frankly insulting. a development of this nature will have a significant effect on all the village services and amenities. It could put a burden on school places. I would expect to see a proper offer which goes to alleviating these issues - eg improving the local roads, making proper provision for broadband, making sure the local utilities and services are not effected; 8. the proposal is relying on people using public transport but there is no real public transport to and Fromm Chipperfield. people buying properties in this development will come with cars.
<p>11 CROFT FIELD,CHIPPERFIELD,KINGS LANGLEY,,WD4</p>	<p>The village is busy enough already..... the extra traffic will cause chaos!</p>

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HIGHFIELD,LOVE LANE,KINGS LANGLEY,,WD4 9HN	I visit my family, children and grandchildren 3 times a week in Croft Lane. My concerns are; difficulty parking in Croft Lane when visiting my family due to the narrowness of Croft Lane and parking along one side only restricting traffic flow.Cars are often parked on the pavement making it difficult to walk with a pushchair and almost impossible at times to walk with a pushchair whilst walking with another child alongside a pushchair or pram. Not only is the pavement narrow in places it also has a severe camber. I feel the appearance of the 3 storey front elevation is not in keeping with the surrounding area and the layby on Chapel Croft is hazardous on a narrow road that is often busy as well being close to two junctions and another area where cars park on the main road itself.
8 DIDSBURY COTTAGES,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9DP	We object this redevelopment. The number of property's Being proposed is excessive. Parking is a issue already so more houses will increase the problem! Building these properties will distroy what makes this village special!
Little Eden,Bucks Hill,Kings Langley,,WD4 9AP	I would like to object for three reasons: 1. Overdevelopment of the site. 18 houses in total plus a shop means a density which is inappropriate for the village, and out of keeping with its rural character. 2. Inadequate provision for parking. Looking at local properties, allowance would need to be made for say 2 vehicles per home plus visitors plus shop visitors- say 40 to 50 vehicles at peak times/ weekends. 3. The loss of the site for employment, and re-designating as residential, is wrong. It means a loss of local employment, with the new residents having to commute out of the village on already over crowded roads.
TYTHERTON COTTAGE,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EJ	My main concerns are : 1. the size of the proposed development ; in 2017 DBC estimated 12 units would be a suitable number, but this has now become 17 units, an increase of nearly 50%. 2. The height of the post office/shop will be three times that of the current structure as two rows of flats above it are proposed. 3. There will be a huge impact on the privacy and security of nearby existing residents , not to mention noise problems. 4. The lack of parking for the proposed development and increased traffic dangers in Chapel Croft and Croft Lane. 5. The development ignores the Chipperfield Design Statement, which is a legally recognised document.

<p>MILFORD,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DU</p>	<p>I OBJECT to this application for the following reasons.</p> <p>Croft Lane has issues with parking. This currently causes issues entering and exiting Croft Lane. Increase in traffic from the development would make this worse.</p> <p>Recently, there could have been a major problem with emergency vehicles entering the lane as parking at the entrance of Croft Lane would have prevented them from attending an emergency. It is the only access road into Croft End Road residential area so there is a lot of traffic using the road.</p> <p>The Croft Lane access to the above development would be hazardous to pedestrians as there is no direct pathway along Croft lane opposite this access into the above development. Pedestrians currently walk in the lane to get to Croft End Road residential area and beyond.</p> <p>Living opposite the Croft Lane access road to the above development, it would be hazardous getting in and out of my drive because of this development and the subsequent vehicles coming in and out of this. Also currently vehicles use the Croft Lane access road to the above development as a quick way to turn around and go back up to the top of Croft Lane where it meets Chapel Croft and with this new development this could be hazardous.</p> <p>The potential increase in housing on this development would affect the openness of the Green Belt and affect the rural character of the village by increasing the density of housing in a very small, already overcrowded area of the village.</p>
<p>MAYLEAVES,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX</p>	<p>- privacy. We have very low windows upstairs, having two story buildings at the back of our garden will result in people being able to see directly in our bedrooms. We have bifold doors downstairs and houses being built in such close proximity will have the view of our entire downstairs.</p> <p>We are also aware from our deeds that there should be a gap behind our fence for access, this is not on the plan.</p> <p>-parking and infrastructure There are not enough car parking spaces for the new houses for guests and taking into account they will have 2/3 cars per household plus guests. Chipperfield simply</p>

	<p>hasn't got transport links therefore everyone living here goes by Car. If you don't provide the spaces the overflow will park on Croft lane, which is already struggling to accommodate the cars of residents, this already causing problems for road users and pedestrians. The road is too narrow and congested.</p> <p>Paving is sloped. Already wheelchair/pushchair users have to go into the road to be able to move on a flat surface. Addition house = additional bypassing traffic and increasing dangers to pedestrians!</p> <p>2 spaces on a lay-by is definitely not enough for the the post office / shop. This is an accident waiting to happen.</p> <p>Schooling- we have only moved to the area to get our children into a good "village" school, we have already found that there are no places for our 10 month old at the local nursery. There is simply not enough here for an influx in population.</p>
<p>MAYLEAVES,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX</p>	<p>Firstly when we purchased Mayleaves this year the proposal or suggestion of a development did not come up in any of the searches from the solicitors, so this has been a complete shock to us.</p> <p>The points I am most concerned about are:</p> <ul style="list-style-type: none"> - OVERLOOKING/ LOSS OF PRIVACY The houses backing onto the garden centre are chalet style with low windows, if houses are built adjacent to the properties this would have a real impact on privacy. You can see quite clearly into the 2nd floor from the ground floor in parts of the garden centre. - LOSS OF LIGHT The houses on the proposed development are at the end of our back garden. Our back garden is part south facing and would therefore limit direct sunlight in our garden. The houses are far too close and should not be backing onto our fences. - HIGHWAY SAFETY At present Croft Lane has properties on each side of the road, some without off road parking. The road is mostly single carriageway due to parked cars and we often see cars parked on pathways and pavements due to the width of the road. There is also no pavement on parts of Croft Lane so people at present have to walk into the road, right near the proposed t-junction. With more houses being built there would be an overspill of cars parking on croft lane adding to, what is already a

	<p>problem. Residents are regularly inconvenienced by workers from the Land Rover garage using Croft Lane as their car park (for personal and customer cars!)</p> <p>Building 17 houses with little/no public transport links will result in an increase of cars going through Croft Lane and into the village. This increases dangers of cars being parked on the pathways, restricting access for pedestrians and is an accident waiting to happen. The lack of parking for the new shops is also insufficient, and will encourage people to park inappropriately.</p>
<p>9 STUARTS CLOSE,HEMEL HEMPSTEAD,,HP3 9EP</p>	<p>Having lived in the village from 1974 for 22 years and since then always been part of the village life with my son and his family moving back to the area in the last few years I have seen the village expand but never has a development taken away the village feel which I believe this would.</p> <p>My concerns are the clear lack of parking towards the back of the development especially. 5 bedroom houses need more than 2 clear parking spaces and the over spill of household parking alone would mean an increase in parking in Croft Lane which is already dangerous with no curb opposite the proposed junction. Visitor parking is non existent in this part of the development and has clearly not been thought through.</p> <p>The entrance proposed on Croft Lane has been nothing but an occasional access road since I can remember and to make it a t junction onto Croft Lane I believe would create an even more dangerous waking route for all families on the school run.</p> <p>The traffic in Croft Lane is already heavy and congested more traffic would make the road even more hazardous. The employees from the Land Rover garage no longer park on Croft Lane so for that company to move would not make any difference.</p> <p>There is simply no public transport for commuters so to suggest there is shows a lack of local knowledge.</p> <p>Lastly the building to the front lacks the 'Chipperfield' character and the height is needlessly high.</p>
<p>2 HAVENSFIELD,CHIPPE RFIELD,KINGS LANGLEY,,WD4 9NN</p>	<p>I feel Chipperfield is a small village and already has enough housing and doesn't need a further 17 houses on such a small site.</p> <p>a) The school is already oversubscribed and cannot accommodate any more families.</p>

	<p>b) Parking is already limited in Chipperfield and as more and more households own 3 or more cars. This proposal only provide 2 spaces for most houses and 1 for the flats.</p> <p>c) To keep the development in character with the village the building housing the shop with flat above should be restricted to two storeys.</p>
<p>CRAIG ROWAN,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EQ</p>	<p>I live very close to the proposed site for this development and I am concerned about the current proposal for the following reasons:</p> <p>a) The 3 storey buildings on Chapel Croft are significantly higher than the existing single storey building currently there. This will significantly change the look and feel of the area and is not in line with the Chipperfield design guidelines.</p> <p>b) 17 new dwellings on the site is too many and does not allow enough space for parking. In all likelihood if the development goes ahead as is cars will end up parking on Chapel Croft, a busy dangerous road as it is, and Croft Lane which already has significant parking issues.</p> <p>c) The capacity of the existing sewer proposed to be fed into by the new properties on this development is also of concern.</p> <p>d) the local school does not have the capacity, today it is oversubscribed and it cannot accomodate all the local children who applied for places.</p>
<p>THISTLEDO,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EQ</p>	<p>I am concerned about the proposed development of the Garden Scene site to create 17 new dwelling for a number of reasons:</p> <ol style="list-style-type: none"> 1. The site is relatively small and 17 dwellings is 5 more than I originally heard was to be the number (Dacorum Borough Council estimate in 2017). 2. The result is that there is limited parking available, with only 2 spaces allocated for most dwellings (including those of four bedrooms or more) and only 1 for the one bedroom dwellings. 3. I am concerned about the additional traffic that this will create not only in Chapel Croft but more importantly Croft Lane. 4. The local school, Chipperfield Primary School, is already oversubscribed. 5. The existing garden scene buildings are single storey and a 3 storey building has been proposed at the front on Chapel Croft. This will significantly alter the look and feel of the area and is not in keeping with the chipperfield design guidelines.

<p>SADDLEBOW,THE COMMON,CHIPPERFIE LD,KINGS LANGLEY,WD4 9BL</p>	<p>Privacy - The new flats will intrude on the privacy of those living on Chapel Croft and Croft Lane. In particular, the second floor windows will impact both garden and bedroom privacy in multiple homes; similarly, the proposed 3rd floor flat, which also appears to be contrary to the Chipperfield Design Statement.</p> <p>Parking - It is not clear that there will be adequate parking space for the residents of the new dwellings and their visitors, and for the customers and suppliers of the enlarged Post Office. Parking is already a major issue in that area of the village.</p> <p>Transport - There is no viable public transport serving this development; buses are few and far between. Cycling to Kings Langley is fraught with risk as the route is hilly and dangerous, especially when busy or wet. This will exacerbate the parking and other congestion issues.</p> <p>The proposed development is too large and heralds a significant and adverse change to the character of the village and to the safety and security of those already here.</p>
<p>SADDLEBOW,THE COMMON,CHIPPERFIE LD,KINGS LANGLEY,WD4 9BL</p>	<p>Privacy - The new flats will intrude on the privacy of those living on Chapel Croft and Croft Lane. In particular, the second floor windows will impact both garden and bedroom privacy in multiple homes; similarly, the proposed 3rd floor flat, which also appears to be contrary to the Chipperfield Design Statement.</p> <p>Parking - It is not clear that there will be adequate parking space for the residents of the new dwellings and their visitors, and for the customers and suppliers of the enlarged Post Office. Parking is already a major issue in that area of the village.</p> <p>Transport - There is no viable public transport serving this development; buses are few and far between. Cycling to Kings Langley is fraught with risk as the route is hilly and dangerous, especially when busy or wet. This will exacerbate the parking and other congestion issues.</p> <p>The proposed development is too large and heralds a significant and adverse change to the character of the village and to the safety and security of those already here.</p>
<p>THE BRAE,CROFT LANE,CHIPPERFIELD,KI NGS LANGLEY,WD4 9DY</p>	<p>I object on the grounds of concern that there is insufficient parking for the number of residents. I object on the grounds that the number of residents would put too much strain on Croft Lane and on local amenities.</p>

	Thank you.
CHIPPERFIELD VILLAGE HALL, THE COMMON, CHIPPERFIELD, HERTS, WD4 9BS	<p>Chipperfield Parish Council believes that despite the principle of development being previously established and amendments having already been made by the applicant, this particular proposal is not appropriate for its village setting in Chipperfield. The following points explain why the Parish Council believe that the proposal as it stands should be refused and the reason that could be used for refusing the application. Amendments that would be sought in a revised application are also detailed below.</p> <p>REASONS FOR REFUSAL & MATTERS TO BE ADDRESSED</p> <ol style="list-style-type: none"> 1. The density of the development proposal is not appropriate for its location in the Green Belt and in Chipperfield, a small village recognised in the Dacorum Adopted Core Strategy as being one of the least sustainable areas of the borough. It is therefore contrary to Policy CS6 which seeks to maintain a low density of development in the Green Belt settlement and para 145 of the NPPF which advises that construction of new building in the Green Belt should be regarded as inappropriate, stressing in the list of exceptions that there should only be limited infilling. 2. Having regard to the sustainability issues, the site allocation Proposal H/21 makes provision for a maximum of 12 dwellings, which the development proposal overlooks, seeking instead to increase the number of new buildings by more than one third. Para 144 of the NPPF advises: "When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt". 3. The development proposal is contrary to para 102, 103 and 105 of the NPPF which advise that transport issues should be thoroughly considered at the design stage. It has failed to appropriately address the lack of genuine choice of transport modes in the area and has not made sufficient provision of parking spaces within the development to meet the need of future residents who are likely to be car dependent, or to accommodate visitors and shop customers. <p>? Local bus services (e.g. Bus 352) runs at very low frequency and train stations are miles away, the nearest railway station being Kings Langley, approximately 2.9 miles away.</p>

	<p>? There is no provision for encouraging cycling or other sustainable modes of transport within the proposed development and this will further encourage private car journeys to access essential services.</p> <p>? There is no provision for a pedestrian route through the site and existing pedestrian access from Croft Lane is proposed to be removed.</p> <p>? Garages, which are often converted under permitted development rights, have been counted toward the total parking spaces provided. This could reduce the number of spaces available over time unless a condition specifically removing permitted development rights to convert garages is added to the planning permission. Contrary to para 105 of the NPPF because the lack of public transport and lack of accessibility of Chipperfield to essential services has not been taken into account in the calculation of the appropriate number of car parking spaces provided. Also contrary to Adopted Policy CS8 Sustainable Transport.</p> <p>? The insufficient amount of visitor parking provision at the Croft Lane section of the proposed development will further encourage on-street parking and reduce the quality of the conservation area streetscape. The high density, particularly at the Chapel Croft section, results in insufficient parking for residents, visitors, shop/PO staff and shop/PO customers (Shop/PO staff are not local-need 3-4 spaces).</p> <p>? The development proposal is contrary to paragraph 102 of the NPPF as it does not adequately consider the environmental impact on traffic and transport infrastructures as advised. The Croft Lane access is too narrow to accommodate increased car movement. The turning provision to cul-de-sac at Croft Lane section raises further road safety concerns.</p> <p>? The proposed development will have a negative impact on air quality and public health, contrary to paragraph 103 of the NPPF, due to lack of sufficient alternative to the use of the private vehicles to access employment opportunities and essential facilities and services.</p> <p>4. The proposed development is contrary to para 118 of the NPPF which advises that development should be consistent with the prevailing height of neighbouring properties. The proposed Chapel Croft elevation is half a storey higher than the Nursery House (2 storeys) and most properties in the conservation area.</p> <p>5. The development proposal does not explain how light</p>
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pollution will be avoided and how that could potentially have a negative impact on the ancient woodland located to the North West of the site which is recognised as being an "habitat of principal importance for the conservation of biodiversity under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006." (Source: Preliminary Ecological Appraisal). This is contrary to paragraph 180 of the NPPF, which seeks out to limit light pollution/ disruption of wildlife habitats.

6. The proposed development will diminish the quality of the view from the conservation area to the ancient Woodland to the North West of the Application site due to the intensity of new built form and increased building heights.

7. The proposed development will diminish the quality of the view from the conservation area to the ancient Woodland to the North West of the Application site due to the intensity of new built form and increased building heights.

8. It is important that in terms of design and the impact on the character of the village that the whole scheme is treated as though it is in a Conservation Area, because part of it is in the conservation area and much of it is viewable from the conservation area. Detail design, materials and finishes should be dealt with by the DBC conservation team with reference to the Chipperfield Village Design Statement.

9. The response from Thames Water in the applicant's package of supporting documents is inadequate and must be challenged by DBC. There are issues in the village with both foul and surface water drainage. Properties adjacent to the development already experience frequent sewerage overflows (approx. monthly) from the main sewer (to which this development will connect) running north to the rear of the Croft Lane houses to north east of site. The sewer is apparently cracked and affected by tree routes. Despite representations by residents to Thames Water over more than a decade no plan to rectify this has been forthcoming. One resident has an alarm installed by Thames Water in an inspection chamber in their rear garden to signal blockage in advance of an overspill.

10. Because of the lack of affordable homes in Chipperfield allocations should give priority to those with local connections (to be defined by DBC).

11. There has been no provision made for a turning head at the end of the cul-de-sac at Croft Lane section and this is not acceptable. The applicant's contention that 'it is

	<p>not necessary' is not acceptable to the Parish Council. 12. The detailed design of 'yard' at rear of 'Shop/PO' building needs careful consideration. Brick wall to rear of units 1,2,3 is OK but should be set back from yard to allow 'greening' of the yard perimeter with native hedging.</p>
<p>4 DIDSBURY COTTAGES,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9DP</p>	<p>I have already voiced my concerns regarding the busy road chapel croft has become. Please do consider the impact on our roads in Chipperfield. Any development needs to incorporate traffic calming measures in chapel croft, the street, Tower Hill and kings lane. First there will be the extra vehicles involved with the building, then the impact of the extra number of vehicles the development will produce, after construction. Too many buildings on one site. Prune the amount of dwellings and introduce traffic calming measures throughout Chipperfield.</p>
<p>34 CROFT CLOSE,CHIPPERFIELD, KINGS LANGLEY,,WD4 9PA</p>	<p>in 2002 we received a document produced by the Parish Council, supported by Dacorum Council stating there would not be any more estates in Chipperfield. The Garden Scene development has now applied for 17 houses, not the 12 originally applied for. Please note the original application was for 12 houses and the access to Croft Lane is limited with no pathway, so when I walk my children to school and play Russian roulette with the traffic, so I would not encourage access to the new development from Croft Lane as this would add to a dangerous situation as it is. The Layby in front of the new post office is suicide from the road and the cottages in front. Currently there is NO parking provision and you find 5/6 cars daily parked on the road and therefore causing chaos to pedestrians especially the children. Why would you put flats in an area right by a conservation area, I think actually Chapel Croft is in the Conservation Area with cottages that can be viewed from a flat above the Post Office - really it is the worst piece of planning and should be stopped. We are a village and most people do not want flats and laybys otherwise we would live in Hemel Hempstead. The Chipperfield Village Planning document has been completely over looked, and quite frankly Dacorum cannot possibly support this application. We do not have street lights, so how can you have an estate of 17 houses in the space? Where will these people park, shop go to the doctors or indeed school. The look of the houses is not in keeping with the village, it has not been thought through, and there is no consideration to the villagers already here. The prices will be ridiculous and so not one local will be</p>

	<p>able to afford the houses.</p> <p>No play area or adequate parking as we know that most people drive a car, and so 17 house would generate 34 straight away and if they are 4/5 bedroom houses they will have older kids who drive.</p> <p>Must we have a child run over (Croft Lane no path already mentioned) before you take any notice of the access being too small in Croft Lane.</p> <p>The houses in Croft Lane will be looked over and the landscaping a mature trees have not been taken into consideration, again I go back to the document produced in 2002 !</p>
<p>ROSE COTTAGE,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EJ</p>	<p>26th November 2018</p> <p>Reference - Garden Scene Development, Chipperfield - 4/02249/18/MFA.</p> <p>I have examined the revised plans that have been submitted by the Property Developer, Marchfield, which follows over 100 objections that were sent into Dacorum Borough Council of the original plan.</p> <p>I want this development to work and I am happy for houses to be built but they must fit the Chipperfield Design Statement, village life and not make the village a worse place to live for its existing residents.</p> <p>These revised plans do not really deal with the main issues and therefore I am sure the same complaints will stand and will be considered when the Planning Committee discuss this proposal at one of their future committee meetings.</p> <p>I would like to comment on the "revised" plans as follows: Layout</p> <p>a) Relocated Plots 4-6 further west to enable greater separation to the rear of Rosetas, Croft Lane. I am sure the people who own Rosetas will be delighted that you have moved three five bedroom houses a few feet further away from their boundary wall but these houses will still look into their garden/windows causing a privacy issue for them and other neighbours around the development.</p> <p>b) Flank Plot 4 to rear of Rosetas is now 15.5 metres (50 feet) away and includes strengthened intervening landscaping. As above, it doesn't change the privacy issues that the existing residents will face.</p>

c) Moved parking spaces away from the eastern boundary with r/o Croft Lane and strengthened the proposed planting along the whole boundary (including new tree planting). Who will be responsible for managing the landscaping that you have planned for the whole site? What is the contract period and who is paying for this moving forward after the development is completed?

Design

a) Amended the roofing materials to the Chapel Croft building (plain clay tiles v slates) and added a chimney to relieve the roof plane. This redesign is even worse than the original plan. This is a three-storey building with windows overlooking the houses on Chapel Croft even though DBC have already turned down applications from people looking to add a window onto the frontage of Chapel Croft at third storey height. So DBC will not be within their own guidelines should they accept this design. The chimney is now placed in the middle of a three-storey building that makes it look ugly and not in keeping with the Chipperfield Design Statement, that seems to have been ignored. Three storey developments do not exist in Chipperfield so this needs to be redesigned to just two storeys to fall in line with local planning design.

b) Revised the ground floor bay window design (Plot 7)
To whose benefit?

c) Provided details of bird and bat boxes. In Marshfield's original proposal their "professional report" said that they were not sure if Bats existed on site but contradicted themselves in the report several times. Are we now saying that as Bird and Bat boxes are now included within the site that they do exist? Are bats and wildlife present on this site? Has the Bat Conservation Trust now been instructed in this case to provide a view? From investigating similar developments, I have seen that where wildlife is deemed to live that building work cannot go ahead between March and September to protect the wildlife. What are Marshfield's plan to deal with this issue?

d) Produced a Photo montage (Existing; Proposed; Proposed Close-up) from the view from Chapel Croft showing context and relationship of the proposed building within the street scene. This building is very

close to the road, three-storeys, the wrong colour brick, window to the front (which isn't allowed by DBC's own rules on planning in Chipperfield) and the drawings seem to show street lamps outside the shop- even though the village does not have any lighting. Has the developer spent any time looking at this village and the impact development is likely to have and how best to deal with it? Perhaps by speaking to local people the development can be managed well?

Highways

- a) The kerb radii to the existing Chapel Croft access will be 6 metres. Why? So, people/visitors can park on side of access area?
- b) The kerb radii to the existing Croft Lane access will be 6 metres. Why? So, people/visitors can park on side of access area as there isn't sufficient parking within the development - another area that Marchfield are just ignoring
- c) We have not included tactile paving which we consider could look too suburban in a village environment. We can however, submit further details pursuant to a planning condition if officers consider this necessary. Perhaps you should submit your own idea's as you must have developed in similar villages? What does the Chipperfield Design Statement say? Have you read it?
- d) Surface treatment of the access roads can also be dealt with by planning condition. Come to the table with some ideas from the Chipperfield Design Statement....
- e) Included cycle hoops in front of the replacement shop. Why, nobody will use them....it is a small village that doesn't need this.
- f) Annotated the Site Layout - proposing re-instatement of the dropped kerb adjacent to "The Nurseries" on Chapel Croft. The lay by that you have shown in the drawings with this submission now shows the increase in size, so it goes right across the front of the shop area and across my drive that I use every day and that my children use every day on numerous occasions. Now they will be leaving their own property and walking into a lay by...increasing risk of life/injury more than it already is with this road. The lay by is not needed - provide adequate parking within the development for the shop...don't make it a more dangerous road than it already is....what have Highways said about this new design?

I look forward to putting my thoughts forward at the Planning Committee meeting when it happens.
Any questions, please contact me via email or phone - details below.

	<p>With kind regards,</p> <p>Ian McFadyen Mobile- 07754 526107 Email - ian.mcfadyen69@gmail.com</p>
<p>THE COTTAGE,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EL</p>	<p>I object to the changes made to this planning application for the same reasons I gave to the original planning application</p>
<p>LYNDHURST,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX</p>	<p>I strongly object to the revised plans. They have not dealt with any of the issues raised by the original plans, apart from adding bird and bat boxes which in the original plan were confirmed not to exist so it has to be asked,what other supporting documentation is not sufficient?</p> <p>Every day now the current Garden Scene car park is half full with cars using the shop facilities, with a larger shop and only two proposed allocated spaces how is this going to function without causing chaos?</p> <p>With parking being the main issue we were in writing clearly told by a member of the DBC planning department within our recent planning application that the rules for a 3 bedroom property is '2.4 spaces ideally rolled up to 3' but each space 'cannot be blocked in'. So how on earth can it be considered that 3 spaces, one of which is the garage which is blocked in by another space, so two going by the above ruling be anywhere near enough for a 5 bedroom house?</p> <p>There is no visitor spaces at all in the smaller development behind us and this will no doubt spill out onto what is an already busy road.</p> <p>I believe that this is fast becoming a political box ticking exercise for the DBC as rules are being broken to suit and that the properties developers as a whole are taking full advantage to the detriment of places such as Chipperfield.</p> <p>The solution is simple, less houses = more parking spaces.</p>
<p>HOPE COTTAGE,CHAPEL CROFT,CHIPPERFIELD,</p>	<p>I have examined the revised plans submitted by Marchfield. The changes appear to be minimal and do not address any of mine and other concerns / objections</p>

KINGS LANGLEY,WD4 9EL	<p>put forward in the original 107 public comments. Therefore, my original comments submitted on the 3rd October still stand, and I trust that DBC will note my continued objection to the scale and impact of this development.</p> <p>Alan Smith</p>
ROSETAS,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX	<p>After reviewing the limited amendments my comments still stay the same. I object to this development.</p> <p>In addition you explain what the actually distance of the house being built behind mine is- has not been stated saying its been moved is very vague; who will be in charge of looking after the greenery between my fence and the properties being built?</p> <p>I do not understand why the houses are being built this way around and not a normal format of garden backing onto garden and then a house.</p>
LYNDALE,WAYSIDE,CHIPPERFIELD,KINGS LANGLEY,WD4 9JL	<p>I have examined the revised plans submitted by Marchfield. The changes appear to be minimal and do not address any of mine and other concerns / objections put forward in the original 107 public comments. Therefore my original comments submitted on the 1st October 2018 still stand, and I trust that DBC will note my continued objection to the scale and impact of this proposed development.</p>
''''	<p>I note the revised plans submitted. These do nothing to alleviate my concerns which remain valid.</p>
''''	<p>Further to my concerns previously submitted, I note that an ammended application has been submitted. These still give rise to the same concerns/objections</p>
''''	<p>I have received a letter from DBC to notify that the plans have been revised.I note that nothing has bben done to address any of the concerns I previously submitted. The development still has a 3rd story window which looks down into my bedroom.</p>
LYNDALE,WAYSIDE,CHIPPERFIELD,KINGS LANGLEY,WD4 9JL	<p>I have examined the revised plans submitted by Marchfield. The changes appear to be minimal and do not address any of mine and other concerns / objections put forward in the original 107 public comments. Therefore, my original comments submitted on the 1st October 2018 still stand and I trust that DBC will note my continued objection to the scale and impact of this proposed development.</p>
SILVER BIRCHES,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX	<p>Further to my letter of 30th September 2018 and Marchfields revised plans.</p> <p>My original concerns about this development are still valid and I would like Dacorum BC to note my continuing concerns.</p>

	<p>The developers have made no concessions regarding the majority concern which is volume of traffic and parking related to such a large development. It worries me greatly that Marchfield are putting profit above the wellbeing of the residents. Should development be allowed, there is little doubt that they will not consider us when it comes to noise, dust, pollution and obstruction and parking issues resulting from the vast number of construction and delivery vehicles which will be on site.</p> <p>Croft Lane is at saturation point now with all the vehicles relating to the land Rover garage being continuously parked up. We will not be able to leave our homes if this very important concern is not addressed.</p>
THISTLEDO,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EQ	<p>I have received a letter stating that the plans have been amended, but I struggled to see what those changes were. Whatever they were they did not address the concerns lodged in my original objection and therefore, my original comments submitted on the 3rd October still stand. I trust that DBC will note my continued objection to the scale and impact of this proposed development. Thank you.</p>
THISTLEDO,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EQ	<p>I have received a letter stating that the plans have been amended, but I struggled to see what those changes were. Whatever they were they did not address the concerns lodged in my original objection and therefore, my original comments submitted on the 3rd October still stand. I trust that DBC will note my continued objection to the scale and impact of this proposed development. Thank you.</p>
2 HAVENSFIELD,CHIPPERFIELD,KINGS LANGLEY,,WD4 9NN	<p>I have heard that Marchfield has amended the plans for this proposed development. I have studied the amended plans and the changes appear to be minimal and definitely do do address the concerns I express in my original objection submitted on 14th October. Therefore, my original comments submitted on the still stand. I trust that DBC will note my continued objection to the scale and impact of this proposed development. Thank you.</p>
THISTLEDO,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EQ	<p>We received a letter stating that the plans have been amended. I have studied the revised plans and they appear minimal and definitely do not address the concerns I previously expressed. Therefore, my original comments and objection submitted on the 14th October still stand. I trust that DBC will note my continued objection to the scale and impact of this proposed development. Thank you.</p>
NOVA,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX	<p>Ref 4/02249/18/MFA</p> <p>Further to my previous concerns with regards to the proposed planning on the Garden Scene, I have now viewed the revised plans recently submitted by</p>

	<p>Marchfield. My original objections/concerns about the proposed development at Garden Scene, Chipperfield are still valid and I would like DBC to note my concerns about this proposed development".</p> <p>kind regards Debbie Humphrey</p>
<p>NOVA,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX</p>	<p>Ref 4/02249/18/MFA</p> <p>Further to my previous concerns with regards to the proposed planning on the Garden Scene, I have now viewed the revised plans recently submitted by Marchfield. My original objections/concerns about the proposed development at Garden Scene, Chipperfield are still valid and I would like DBC to note my concerns about this proposed development".</p>
<p>NOVA,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DX</p>	<p>Ref 4/02249/18/MFA</p> <p>Further to my previous concerns with regards to the proposed planning on the Garden Scene, I have now viewed the revised plans recently submitted by Marchfield. My original objections/concerns about the proposed development at Garden Scene, Chipperfield are still valid and I would like DBC to note my concerns about this proposed development".</p>
<p>HYT TEN,WAYSIDE,CHIPPERFIELD,KINGS LANGLEY,WD4 9JJ</p>	<p>The amended information provided in support of this planning application makes no significant attempt to address the serious concerns raised by this proposal. There is no significant change to the planning application or answer to any of the points made in my original objection and I therefore maintain my firm objection to this application. The overriding requirement that the development must be</p> <p>i) "sympathetic to its surroundings, including the adjoining countryside, in terms of local character, design, scale, landscaping and visual impact; and</p> <p>ii) Retains and protects features essential to the character and appearance of the village".</p> <p>is simply not met.</p> <p>Any development of the site must</p> <ol style="list-style-type: none"> 1. meet all the requirements for development in the Green Belt not make statements that are unsupportable - eg transport links, traffic volume and flows, local wildlife 2. provide adequate parking within the development site for the large number of additional cars that will be generated by any new dwellings and 3. underpin the continued viability of the Post Office/store to ensure that a vital local amenity does not close because it cannot be used.

	<p>Quite plainly the application attempts to squeeze the maximum number of dwellings into a limited space without due consideration to the many problems highlighted in the common themes raised by the large number of objections which have been submitted. Parking is a major issue and requirements must be measured by what is required in a rural location with virtually non-existent public transport. Of the 6 spaces allocated to the shop half will simply be used by staff and not available to customers. To undertake normal daily life the overwhelming majority of adults in Chipperfield need to own a car. A couple occupying a one bedroomed flat will in most cases need two cars to be able to get in and out of the village. Looking at the number of proposed bedrooms in the 17 dwellings, there is a requirement for over 50 parking spaces just for the new dwellings. The plan provides for only 30, plus 7 garage spaces and there is general acceptance that modern life rarely sees garages used for parking cars, and 8 spaces that will have to be shared by visitors and the shop. This is totally inadequate provision. The high density developments in Apsley, near a mainline BR station shows the requirement for parking even where unlike Chipperfield there is good access to public transport .</p> <p>No additional dwellings should be permitted until the existing sewage problems are resolved. This is a public health issue. The upgrade of the existing sewage system to accommodate additional dwellings should be made a condition of obtaining any planning approval.</p> <p>Reduced density on the development of the site would permit several areas of concern to be addressed:</p> <ul style="list-style-type: none"> - all additional parking requirements could be contained on site - requisite space could be provided for rubbish bins for refuse lorries to access dwellings - all properties could be restricted to two storeys - lack of privacy to existing properties could be eliminated - the impact on the abundant local wildlife could be minimised - fewer dwellings would reduce additional traffic on country roads which are already busy and used as a cut through to avoid congestion and to access the M1, M25 and M40.
<p>BELCOMBE,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EH</p>	<p>What on earth are they trying to do to Chipperfield ? Fill our once pleasant village with concrete? First a row of white fronted terraces stretching round the corner of Chapel Croft & Croft Lane, then 3 Gated Mansions further down the road, then another 4 terraced houses which they are calling 'Chantry View' (none of which have yet to be sold) and now proposals to build up</p>

	<p>to 17 more on the Garden Center and more on the Spice Village car park. More houses/more cars/more pollution/more congestion/more noise on GREEN BELT LAND. and no notice whatsoever taken of the opinions of local residents.</p> <p>Come on councillor, is this what we voted you in for?</p>
MILFORD,CROFT LANE,CHIPPERFIELD,KINGS LANGLEY,WD4 9DU	<p>We received a letter stating that the plans have been amended. I have studied the revised plans and they appear minimal and definitely do not address the concerns I previously expressed. Therefore, my original comments and objection submitted in October still stand. I trust that DBC will note my continued objection to the scale and impact of this proposed development. Thank you.</p>
PARK SLOPE,6 KINGS CLOSE,CHIPPERFIELD, KINGS LANGLEY,WD4 9ES	<p>All my points from my objection to the previous application stand for this one.</p>
PICKAWAY,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EH	<p>Dear DBC,</p> <p>I have reviewed the changes submitted by Marchfield Homes and have found nothing corrects the issues I have already objected too. The situation remains the same:</p> <ol style="list-style-type: none"> 1) invasion of privacy on properties both opposite and next to the development 2) the new design does not fit in with the Chipperfield Design Statement and will look wrong on Chapel Croft 3) parking is a huge issue. There is not enough residential parking let alone visitor and customer spaces. This will, without doubt, cause potentially dangerous problems in Croft Lane and Chapel Croft. 4) existing infrastructure for Thames Water doesn't even serve existing properties, let alone new ones. 5) there are red kites and bats in the zone. Has the proper organisations been contacted for advice, especially as bats are protected? Am sure any infringement on what is needed will cause publicity issues for the Council. <p>As said, the superficial changes submitted by Marchfield have not, nor will, address any of mine or my neighbours concerns!</p> <p>Kind Regards</p> <p>Joanne James</p>
1 DUNNY LANE,CHIPPERFIELD,KINGS LANGLEY,,WD4 9DH	<p>Further to my objection in October 2018, and the revised plans recently submitted by Marchfield, my original objections/concerns about the proposed development at Garden Scene, Chipperfield are still valid and I would like</p>

	<p>DBC to note my concerns about this proposed development.</p> <p>Christine Anderson</p>
<p>1 DUNNY LANE,CHIPPERFIELD,KINGS LANGLEY,,WD4 9DH</p>	<p>I have received a letter stating that the plans have been amended, but I can't see where those changes were made. My concerns I registered in my first objection and therefore, my original comments submitted October are still valid. I trust that DBC will note my continued objection of this proposed development.</p> <p>Christopher Burdett</p>
<p>NURSERY HOUSE,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EQ</p>	<p>The latest updates to the plans do not address any of my concerns raised in my original submission. I look forward to hearing from you on my points considering my house is adjacent to the garden centre and therefore will be heavily impacted by the development.</p>
<p>GREENBANKS,WAYSIDE,CHIPPERFIELD,KINGS LANGLEY,WD4 9JL</p>	<p>I write in response to notification from Dacorum Borough Council that amended or additional information has been received. Thinking that some amendment may have been made to address some 107 objections made to these proposals I have viewed all of the documents filed and find nothing to change the comments I have already voiced. In fact the photograph altered to show the new two and a half storey development alongside Nursery House accentuates the ridiculous lack of fit in the community of the new Post office building and accommodation. It is too commercial, too high and out of character with the surrounding houses and buildings. These additional documents with bird boxes and brick detail look like an attempt to tick all the planning laws individually in the hope that if all the rules are met and boxes are ticked that the totality of the effect can be ignored as emotional. The documents and photos do nothing to address the over commercial build and overdevelopment of the site and the complete shortage of parking for residents, visits and Post Office Customers and the resultant danger and disruption to the community, to pedestrians and to passing motorists.</p>
<p>TYTHERTON COTTAGE,CHAPEL CROFT,CHIPPERFIELD, KINGS LANGLEY,WD4 9EJ</p>	<p>I have examined the revised plans submitted by Marchfield. The changes as far as I am concerned are minimal and do not answer any of my and others' concerns/objections put forward in the original 107 public comments. Therefore, my original comments submitted on 15th October still stand and I trust that DBC will note my continued objection to the scale and impact of this proposed development.</p>

Lavender End 1 Chapel Croft Cottages

I would like to raise the following concerns in respect of the above planning application

- 1) 17 properties from Marchfield plus a private build is over development on this small site and is excessive density in the space available. Dacorum's own document suggests 12 units for this site
- 2) The proposal for a three-storey front with a replacement shop, two flats above and then another flat above that is not in keeping with the immediate surrounding area. The height of the proposed new building will mean residents in Chapel Croft and Croft Lane will be overlooked from the flats of any new development, invading their privacy.
- 3) There are no 3 storey developments in this area which goes against recommendations made in the Chipperfield Village Design Statement (CVDS).
- 4) If this number of properties is allowed to proceed there will be an intrusion of additional noise into existing homes.

Parking

1. There is insufficient parking included across the entire site in the proposal
2. The larger, 5 bedroom houses are only allocated two parking spaces. The flats are allocated one parking space each. Requirements from additional family members and visitors will create traffic problems in Chapel Croft and down Croft Lane.
3. The Parking Standards used by Icen Projects are considerably out of date
4. There are insufficient parking spaces allocated for the proposed larger shop. This will also add to traffic problems around the corner of Chapel Croft and Croft Lane.
5. The layby is going to make the road more dangerous as vehicles drive on this road over the 30mph limit and with cars pulling out of the spaces will result in potential accidents.

Transport

- 1) The Transport Statement is totally incorrect. A car is required to live in Chipperfield because the bus service is so poor. This is not an area for general cyclists due to the amount of traffic and being a cut through for the M25. Certainly not at my age.
- 2) Currently the Bin Collection Lorry reverses into the Garden Scene site to gain access to the bins for premises. I cannot see any turning spaces in either of the proposed estates. This will increase the danger in Chapel croft and Croft Lane.
- 3) The Lorry will have to reverse onto the road or reverse out of the road, either way causing problems and delays.

Croft Lane

- 1) The access from part of this estate would increase the traffic dangers in Croft Lane. This has already become a very busy road for its size over the years. Increasing the traffic and increasing the parking problems will increase the dangers to pedestrians and drivers.
- 2) The right of way would not be wide enough for a two-lane access to the mini-estate created off Croft Lane

Sewers

- 1) Some residences along Croft Lane have issues with the existing pipe work. The increase in residential properties will make this worse.

4 The Grove, Whippendell Hill, Chipperfield;
The Forge, Kings Lane, Chipperfield;
By The Way, Toms Hill WD3 4NJ;
16 Croft End Road;
The Two Brewers, The Common, Chipperfield

I am writing with reference to the above planning application and my concerns to the development are as follows:

Privacy

- 1) If a three-storey development replaces the current one floor shop this will mean multiple premises in Chapel Croft and Croft Lane will be overlooked from the flats of the new development, resulting in serious invasion of privacy.
- 2) The invasion of privacy not only will include a clear line of eyesight into the residential premises, it will also create a clear line into existing, private gardens.
- 3) There are not any 3 storey developments in this area which goes against recommendations made in the Chipperfield Village Design Statement (CVDS). Whilst the documents claim the shop site to be 2.5 storeys, as the third flat is a separate dwelling, then this should be classed as 3 storeys. For any other loft conversions on Chapel Croft, DBC has only accepted dormer windows that are not in public view.
- 4) 17 houses built on this small site seems excessive for a small village and the space available.
- 5) Whilst privacy is tantamount, it should also be recognised that once the large development has been completed, there will be an intrusion of additional noise into existing homes.

Parking

NO MORE COTTAGE GULLS

- 1) The Transport Statement states there are 38 allocated parking spaces. Having reviewed the plans, there are 30 allocated spaces and 8 are for 'visitors'. Having counted 55 bedrooms on the site (mainly double), this indicates that 45% of occupants will not have a vehicle.
- 2) The larger, 5-bedroom houses are only allocated two parking spaces. The flats are allocated one parking space each. If the new residents have more cars per allocation, where else will they park?
- 3) The Visitors spaces are located via the Chapel Croft access and not via Croft Lane. Therefore, where will any visitors to plots 8 to 13 park? It is clear that visitors will park on Croft Lane causing problems with local residents.
- 4) Parking Standards used by Ioeni Projects are based on DBC, Zone 4 thoughts published on 21/04/2004 – 14 years ago! Should the 'South West Herts Growth and Transport Plan Consultation' be considered?
- 5) The proposed site layout plan from Boast Associates dated 31st August 2018 shows 6 parking spaces for use by the shop – two in the layby and four on the left as you go into the new development. The shop owner currently has a minimum of two if not three vehicles, so this leaves just three spaces for users of the popular Village shop. This is completely inadequate and will result in people parking on Chapel Croft, Croft Lane and throughout the new development.
- 6) The layby is going to make the road more dangerous as vehicles drive on this road over the 30mph limit and with cars pulling out of the spaces will result in potential accidents.
- 7) The layby does not fit within the CVDS and other shops in the village do not have laybys so why should this be acceptable?

Transport

- 1) Due to the lack of parking and assumption of less cars, the Transport Document has been submitted (Ioeni Projects, August 2018) and appears to be inaccurate. The document states that there have been no accidents on Chapel Croft whereas the police have recently been involved regarding the Lollipop Lady being hit by a car. Further, if the roads were quiet, no Lollipop person would be required.
- 2) Regarding section 5.4 within the Transport Statement, the reduction in traffic numbers is confusing. There appears to have been an assumption that multiple cars were parking there due to working at the local car dealership rather than going into the Post Office and Village store. This is difficult to believe when a majority of staff actually park in Croft Close. Out of the 'discounted numbers' the report states that from the dwellings, only 12 cars will come in and leave between 8am – 9am every morning (12 cars leaving 17 dwellings in rush hour?). It is hard to believe that the development will result in a lower level of traffic.

- 3) To relieve the parking, I don't believe that existing bus routes, combined with new residents cycling, is the solution. However, whilst there are three bus routes, only one will service Chipperfield before 9am (352 to Watford at 7.38am, not good if you want to go to Kings Langley or Hemel). The next bus out of Chipperfield is the 319 which goes to Kings Langley and Garston but doesn't arrive until 9.15 am (how does that support any commuters?). Further, the 352 service operates on a Saturday but no other buses service the Village at the weekend.... It is a VERY limited solution!
- 4) Regarding cycling, the statement states that Chipperfield is a 'rural, lightly trafficked road'. In reality, Chipperfield is an alternative route for Lorries, trucks and cars from the M25 to Watford, Hemel and the M1. By taking Junction 18 from the M25, vehicles take the back routes (Solebridge Lane, North Hill, Now Road) as it is common practice to circumvent delays. Add into this, Chipperfield Road has existing bridle paths (Jasmine Pathway), footpaths and rights of way due to the recognition that the is potentially dangerous road network.
- 5) Currently, the Bin Collection Lorry reverses into the Garden Scene:site to gain access to the bins for premises at the left-hand side of the site. DBC states that "each house should have space to store 3 x wheeled bins and a kerbside caddy. They should also have a similar amount of space outside their boundary nearest the road; to present them for collection. The collection vehicle will be a 26ton rigid freighter". Do these plans provide for this?
- 6) The new development plan does not include a turning point for the Lorry, further bin stores are not located next to the road. This will cause delays for both residents and the bin Lorry.
- 7) Again, the Croft Lane access road does not include a turning point for the bin Lorry, so again the Lorry will have to reverse onto the road or reverse out of the road, either way causing problems and delays.

Croft Lane

- 1) The proposal states the access road from Croft Lane is in constant use, this is incorrect. The only time the gates opened were when the Nursery cut the grass verge belonging to The Highways Agency at the front, potentially twice a year. It has been suggested that local businesses have used this route, but all access has been via the Chapel Croft Nursery.
- 2) The Transport Statement also states that the border of the title extends onto Croft which in fact it does not. The title of the developer's land stops at the gate and the ground between that and Croft Lane is Highways owned.
- 3) This right of way could potentially not be wide enough for a two-lane access to be created, if this is the case how would this work safely?
- 4) There are two properties either side of the gate. By creating the two-lane access road, vehicles (including the wide Bin Collection Lorry) will be very close to the existing structures and create damage. This needs to be investigated via the Highways Agency.

Topographical Report / The Ecology Partnership Report – June 2018

- 1) Trees - The Ecology report states – 6.5 – the potential use of bats in willow/ok trees and that these trees should not be touched by the development. This doesn't seem to be clear in the application, so this needs confirmation before acceptance.
- 2) The Ecology report – 3.0 results – shows that Red Kites are within 1km of the site. In fact, they are evident multiple times during the day so stating '1km' is an assumption. The DBC conservation area should investigate.
- 3) 3.0 also states that bats are 'negligible' in the "buildings to be destroyed" – what does 'negligible' mean? If there are protected bats within the development, this needs to be investigated by the Conservation area.
- 4) 4.16 says bats 'commute' across the site and recommends that bat boxes are fitted/installed on local trees to support them – again, a protected species which needs investigation.
- 5) DBC can investigate this but potentially the WWF (www.wwf.org.uk/contact-us) and the Bat Conservation Trust (www.bats.org.uk/pages/contact) should be contacted.

Green Belt

- 1) Chipperfield is entirely located within the Green Belt, Green Belt policies as set out in the NPPF should therefore apply.
- 2) Paragraph 143 of the NPPF states that 'inappropriate development' should be approved except in very special circumstances'. As no very special circumstances are demonstrated, the applicant would need demonstrate an exception for development in the Green Belt as set out in Paragraph 145.
- 3) Paragraph 145 (g) would be most applicable exception for development in the Green Belt to this application (the redevelopment of previously developed land). However, Paragraph 145 (g) does on to state that it would need to not have a greater impact to the openness of the Green Belt or cause substantial harm to the openness of the Green Belt.
- 4) As no figures have been put forward to show what change in the metres squared floor
- 4) As no figures have been put forward to show what change in the metres squared floor space, or the metres cubed volume, we cannot determine whether there would be a harm to the openness of the Green Belt. Until these figures are given, it must be considered that the proposals cause harm to the openness of the Green Belt and are therefore are inappropriate development.

Sewers

- 1) Several residences along Croft Lane have issues with existing flow of pipe work. The increase of residential dwellings on this framework will cause a larger issue.
- 2) To change these pipes would mean digging up several existing residential gardens.

The Bungalow, Croft Lane

I wish to Register my objections to the about
Development
Not only do I feel the current Infra Structure
i.e. Sewage water Electrics can not maintain
the original housing but can not cope with
any further supplies to subsequent buildings
also schools Doctors etc are stretched to Breaking
Point The infringement of my lane would also
impedes on privacy and ~~capa~~ ^{capra} ~~construcing~~
This lane is covering full capacity of traffic
our village should stay a village Not an
Appendix of surrounding Towns.
m:

2 Croft Field, Chipperfield

I would like to object to this planning application and raise the following concerns.

- 1) 17 properties from the developer plus a private build is over development on this small site and is excessive in the space available. Dacorum's own document suggests 12 units for this site
- 2) The proposal for a three-storey front with a replacement shop, two flats above and then another flat above that is not in keeping with the immediate surrounding area. The height of the proposed new building will mean residents in Chapel Croft and Croft Lane will be overlooked from the flats of any new development, invading their privacy.
- 3) There are no 3 storey developments in this area which goes against recommendations made in the Chipperfield Village Design Statement (CVDS).
- 4) There is insufficient parking included across the entire site in the proposal. Chipperfield has a very poor public transport system, so cars are a necessity.
- 5) Increased custom to a larger shop will add to the parking problems around the corner of Chapel Croft and Croft Lane.
- 6) A layby will make the road more dangerous as vehicles drive on this road over the 30mph limit and with cars pulling out of the spaces will result in potential accidents. This is a cut through to the M25

Mayleaves, Croft Lane

These are a few of my points of concern.

- privacy. We have very low windows upstairs, having two story buildings at the back of our garden will result in people being able to see directly in our bedrooms.

We have bifold doors downstairs and houses being built in such close proximity will have the view of our entire downstairs.

We are also aware from our deeds that there should be a gap behind our fence for access, this is not on the plan.

-parking and infrastructure

There are not enough car parking spaces for the new houses for guests and taking into account they will have 2/3 cars per household plus guests. Chipperfield simply hasn't got transport links therefore everyone living here goes by Car. If you don't provide the spaces the overflow will park on Croft lane, which is already struggling to accommodate the cars of residents, this already causing problems for road users and pedestrians. The road is too narrow and congested.

Paving is sloped. Already wheelchair/pushchair users have to go into the road to be able to move on a flat surface. Addition house = additional bypassing traffic and increasing dangers to pedestrians!

2 spaces on a lay-by is definitely not enough for the the post office / shop. This is an accident waiting to happen.

Schooling- we have only moved to the area to get our children into a good "village" school, we have already found that there are no places for our 10 month old at the local nursery. There is simply not enough here for an influx in population.

Mayleaves, Croft Lane

Further to my letter of the Demolition of existing buildings, construction of 17 dwellings (class C3) and one retail (class A1 shop) unit and parish store room, formation of layby to Chapel Croft and alternations to vehicle and pedestrian accesses Garden Scene chipperfield, chapel croft, chipperfield, kings langley, wd4 9eg and the revised plans recently submitted by Marchfield. My original objections/concerns about the proposed development at Garden Scene, Chipperfield are still valid and I would like DBC to note my concerns about this proposed development and OBJECT.

Firstly when we purchased Mayleaves this year the proposal or suggestion of a development did not come up in any of the searches from the solicitors, so this has been a complete shock to us.

The points I am most concerned about are:

- OVERLOOKING/ LOSS OF PRIVACY

The houses backing onto the garden centre are chalet style with low windows, if houses are built adjacent to the properties this would have a real impact on privacy. You can see quite clearly into the 2nd floor from the ground floor in parts of the garden centre.

- LOSS OF LIGHT

The houses on the proposed development are at the end of our back garden. Our back garden is part south facing and would therefore limit direct sunlight in our garden.

The houses are far too close and should not be backing onto our fences.

- HIGHWAY SAFETY

At present Croft Lane has properties on each side of the road, some without off road parking. The road is mostly single carriageway due to parked cars and we often see cars parked on pathways and pavements due to the width of the road. There is also no pavement on parts of Croft Lane so people at present have to walk into the road, right near the proposed t-junction. With more houses being built there would be an overspill of cars parking on croft lane adding to, what is already a problem. Residents are regularly inconvenienced by workers from the Land Rover garage using Croft Lane as their car park (for personal and customer cars!)

Building 17 houses with little/no public transport links will result in an increase of cars going through Croft Lane and into the village. This increases dangers of cars being parked on the pathways, restricting access for pedestrians and is an accident waiting to happen.

The lack of parking for the new shops is also insufficient, and will encourage people to park inappropriately.

Shalom, Croft Lane, Chipperfield

Following the amendments submitted by the developer in respect of the above referenced application, my objections remain.

There are no significant improvements to the impact these proposals will have on our home and our quiet enjoyment of our home.

In fact they appear to have worsened.

The main issues being-

The height of the frontage with a red brick 3 storeys

- The inclusion of flats above the shop - both these points are not in keeping with the surrounding area
- The access for traffic to Croft Lane
- The proposed total density of the site with 17 units for his rural setting
- The complete lack of parking provided for a rural setting. The number of units needs to be reduced

The issues directly affecting us are-

The density of the number of properties so near the back of our home

- The security implications with the back of our home being open to a potential cycle store and the alley way behind the shops and
with only a six foot fence between the 20 foot distance to our patio windows
- The privacy implications with only a six foot fence between the cycle store and the 20 foot distance to our patio windows
- If a screen is put in place this will cut out the light into our living room
- The noise implications with the increased properties together with people parking in the alley at the back of the shops
- The privacy implications with the windows in the proposed flats looking straight in the back of our home

The area of the garden centre at the back of our property was always very quiet. There is the fact that it closed at 5.00 during the summer and at 4.00

during winter months - if it had many customers at all during winter months.

The implications of this design means the back of our home will be exposed 24 hours a day, 7 days a week for 365 days of the year.

My husband has sent you 2 photos showing what the current picture looks like with leaves falling off the bushes.

This allows anyone to look straight through the ground floor of our home if this design is allowed to happen.

The application gives no indication whatsoever of any plans or design other than just showing the last minute addition of 'a cycle store'.

We do not object to the development. We object to the size of this development and us being used for the developer's profits and a political tick in the box for house building numbers.

34 Croft Close

Further to my previous concerns with regards to the proposed planning on the Garden Scene, I have now viewed the revised plans recently submitted by Marchfield. My original objections/concerns about the proposed development at Garden Scene, Chipperfield are still valid and I would like DBC to note my concerns about this proposed development.

Highfield, Love Lane, Kings Langley

Further to my previous concerns with regards to the proposed planning on the Garden Scene, I have now viewed the revised plans recently submitted by Marchfield. My original objections/concerns about the proposed development at Garden Scene, Chipperfield are still valid and I would like DBC to note my concerns about this proposed development. Additionally I would point out that I have been driving through Chipperfield regularly recently in the mornings between 8am and 9am. The traffic on Chapel Croft is far greater than noted in the traffic report for this application. There is regularly queuing traffic from Kings Lane junction all the way along Chapel Croft to Tower Hill Cross roads. Traffic pollution is evident, you can taste and smell it. It is dangerous for children and families walking to school. The roads cannot cope with the current level of traffic during peak times

week days and week ends. Kings Langley High Street is congested forcing traffic through the lanes via Chipperfield to get to Watford. There is 2 additional proposed housing development along the main road in Chipperfield and proposed 200 home development 1.5 miles away in Kings Langley. The Chipperfield road infrastructure cannot cope with the extra traffic that will be generated by extra housing in Chipperfield. The character of the village will be lost.

1 Bulstrode Cottages, Tower Hill, Chipperfield

Further to my letter of the 1st October and the revised plans recently submitted by Marchfield. My original objections/concerns about the proposed development at Garden Scene, Chipperfield are still valid and I would like DBC to note my concerns about this proposed development

The Briars, Croft Lane

We have reviewed the revised plans from Marchfield Homes Ltd. and we maintain our objections to-

1. Density of Development:

The legally recognised Chipperfield Village Design Statement suggests the plot is suitable for 12 houses and as identified in DBC planning statement in 2017. Therefore, the continued density of the development proposal of 17 dwellings is not appropriate for its location in the Green Belt and in Chipperfield, a small village recognised in the Dacorum Adopted Core Strategy as being one of the least sustainable areas of the borough. It is therefore contrary to Policy CS6 which seeks to maintain a low density of development in the Green Belt settlement and para 145 of the NPPF which advises that construction of new building in the Green Belt should be regarded as inappropriate, stressing in the list of exceptions that there should only be limited infilling.

Chipperfield is a village in danger of being over-developed with the additional proposed developments of new dwellings near Spice Village, Land Rover Garage and Wyevale Garden Centre. There are probably a number of other developments on their way that we are as yet unaware of!

2. Building Elevation:

Marchfield Homes Ltd. have not made any revised modifications re building elevations with particular regard to the frontage of the PO and 3 flats on top. Any of the dwellings being in excess of two storeys in height - specifically with regard to gardens and homes within Croft Lane being overlooked (loss of privacy and light). i.e. elevation remains an issue for Croft Lane residence. The proposed development is contrary to para 118 of the NPPF which advises that development should be consistent with the prevailing height of neighbouring properties. The proposed Chapel Croft elevation is half a storey higher than the Nursery House (2 storeys) and most properties in the conservation area and therefore is not in keeping with the existing properties nor CVDS.

3. The Bin Store (BS Flats):

Has not been reallocated to a more appropriate part of the proposed development (away from the residences of Croft Lane) and preferably to be positioned alongside the Bin Store for the Shops. That way odours/vermin etc would be contained, more easily monitored and less likely to cause a widespread health hazard and more accessible for refuse collection.

4. Drawing PL03:

Does not clearly define how far the plots 4-7 are now planned to be moved away from the garden boundaries of the properties in Croft Lane. We would like confirmation of exactly how far this 'moving' is planned to be? We would like precise distance confirmation in feet and/or metres please?

5. Transport/Traffic

Chapel Croft, Croft Lane and Chipperfield Road are used by pedestrians, cyclists and horse riders as well as the growing number of cars and HGVs already travelling too fast along it for daily commuting to the nearest railway stations and/or joining the M25. The proposed development by Marchfield Homes Ltd. will inevitably lead to further increased traffic jeopardising the safety of the local elderly residents, local primary school children, walkers, horse riders and cyclists (individual and cycling groups) not to mention detriment to air and noise quality within the village affecting the health of vulnerable children and adults who suffer respiratory conditions.

There are no viable public transport links i.e. buses are few and far between for daily commuters. Cycling to Kings Langley is fraught with risk as the route is steep, narrow and dangerous, especially when dark, busy with fast-moving traffic and in adverse weather conditions, not to mention the number of school buses. This proposed development will only serve to exacerbate the already limited parking and existing congestion issues.

Anonymous

I have the following concerns over the above proposal;

1. The flats above the shop. *(Shown on plan as 1)*

The proposal states that the build will be 2.5 stories high but as this is a separate dwelling and therefore should be classed as a 3 story building again, outside the Chipperfield Village Design Statement (CVDS).

2. Privacy.

The proposal shows dormer windows to the rear of the flats and in the roof truss to the front. Position of plot 9 and 4. The Bike shed, Parish Storage.

- a) CVDS requires care in the design and position of new windows regarding visual character and to surrounding properties. Each window within the flats will compromise the privacy of multiple residents in Chapel Croft and Croft Lane. It provides a clear line of eyesight into other residential premises. *(Shown on plan as 2)*
- b) The position of both plot 9 and 4 are directly behind the back of existing properties on Croft Lane, hugely compromises their view and privacy *(Shown on plan as 3)*
- c) I do not understand why the Chipperfield Parish Council have negotiated with a developer to retain storage space and by looks of it a parking space. The position of which not only intrudes but encroaches on the existing privacy of the property at the top of Croft Lane. *(Shown on plan as 4)*

3. Transport Statement (Iceni Projects, Dated August 2018)

- a) It is concluded that the development is a walkable or cyclable distance to key local amenities. Which I strong suggest being double checked. The only access road to Kings Langley station is at points a narrow steep hill with only field-based footpaths behind a hedge lined road. There were extreme safety concerns after a boy was knocked off his biked and killed on his way home from school, hence the footpaths were built but they are still not bicycle friendly.
- b) I would recommend that the Highways Agency should check the width of the access point in Croft Lane to ensure the structure of existing dwellings will not be compromised (i.e. is simply the width of the road to allow a dustbin truck acceptable?)
- c) The Trip generation assessment again looks like no one with local knowledge has generated it. A large concern is that the nursery may have had a larger amount of traffic, but this traffic would have been spread quite evenly throughout the day. The new development is to attract working families which would mean an increase in the rush hours. Out of the 'discounted numbers' the report states that from the dwellings, only 12 cars will come in and leave between 8am - 9am every morning. It is hard to believe that the development will result in a lower level of traffic.
- d) The Transport Statement states there are 38 allocated parking spaces. Having reviewed the plans, there are 30 allocated spaces and 8 are for 'visitors'. Having counted 55 bedrooms on the site (mainly double), this indicates that 45% of occupants will not have a vehicle.
- e) It is stated that buses can be used to access the station at Kings Langley when in fact it is also shown that whilst there three bus routes, only one will service Chipperfield before 9am

which is the 352 to Watford at 7.38am which does not access either Kings Langley nor Hemel Hempstead. The next bus out of Chipperfield is the 319 which goes to Kings Langley and Garston but doesn't arrive until 9.15 am so simply impossible to use to commute. Further, the 352 service operates on a Saturday but no other buses service the Village at the weekend.

- f) The proposed route for the bin collection trucks do not give them access to the actual Bin Collection Point this only shows that they can turnaround in the development, subject to no cars being parked on the road. (*Shown on plan as 5*)

Chipperfield is a village yet Iceni Projects seem to have used a copy and paste town approach to the statement provided. Parking Standards used by Iceni Projects are based on DBC, Zone 4 thoughts published on 21/04/2004, 14 years ago. I am concerned that this is not up to date information to be basing such information on.

4. Croft Lane Access

a) The right of way on Croft Lane is not in constant use. The only time the gates open is when the nursery cut the grass verge belonging to The Highways Agency at the front which having lived next to the verge since April 2016 has been maybe twice a year. Before this it has been suggested that the business in Strawplait Barn used this access, but this is simply not true, they accessed the property via the Chapel Croft Nursery access.

b) The Transport Statement also states that the border of the title extends onto Croft which in fact it does not. The title of the developer's land stops at the gate and the ground between that and Croft Lane is Highways owned. (*Shown on plan as 6*)

c) This right of way could potentially not be wide enough for a two-lane access to be created, if this is the case how would this work safely?

5. Sewers

- a) Several residences along Croft Lane have issues with existing flow of pipe work. The increase of residential dwellings on this framework will cause a larger issue.
- b) To change these pipes would mean digging up several existing residential gardens ours included.

6. Plots 11,12,13

- a) The plots do not appear to have a meter gap between what will the proposed new private build of Strawplait Barn which has already had planning permission granted. Part of this proposal was that a meter strip of land be supplied by the developer to remedy this point, yet this does not seem to be the case in the plan submitted. A part of our own planning proposal in 2017 was that this meter gap had to be adhered to (*Shown on plan as 7*)

b) The proposed access road for these plot does not come to a rightful or eye pleasing end. It abruptly ends with no turning point or extension to either Plot 11 or 10's garden which would be the obvious conclusion. This is very concerning as the road lead to a further plot of land which I'm sure a developer would be aware of. (*Shown on plan as 8*)

Anonymous

I have examined the revised plans that have been submitted by the Property Developer, Marchfield, which follows over 100 objections that were sent into Dacorum Borough Council of the original plan.

I want this development to work and I am happy for houses to be built but they must fit the Chipperfield Design Statement, village life and not make the village a worse place to live for its existing residents.

These revised plans do not really deal with the main issues and therefore I am sure the same complaints will stand and will be considered when the Planning Committee discuss this proposal at one of their future committee meetings.

I would like to comment on the "revised" plans as follows:

Layout

- a) Relocated Plots 4-6 further west to enable greater separation to the rear of Rosetas, Croft Lane. I am sure the people who own Rosetas will be delighted that you have moved three five bedroom houses a few feet further away from their boundary wall but these houses will still look into their garden/windows causing a privacy issue for them and other neighbours around the development.
- b) Flank Plot 4 to rear of Rosetas is now 15.5 metres (50 feet) away and includes strengthened intervening landscaping. As above, it doesn't change the privacy issues that the existing residents will face.
- c) Moved parking spaces away from the eastern boundary with r/o Croft Lane and strengthened the proposed planting along the whole boundary (including new tree planting). Who will be responsible for managing the landscaping that you have planned for the whole site? What is the contract period and who is paying for this moving forward after the development is completed?

Design

- a) Amended the roofing materials to the Chapel Croft building (plain clay tiles v slates) and added a chimney to relieve the roof plane. This redesign is even worse than the original plan. This is a three-storey building with windows overlooking the houses on Chapel Croft even though DBC have already turned down applications from people looking to add a window onto the frontage of Chapel Croft at third storey height. So DBC will not be within their own guidelines should they accept this design. The chimney is now placed in the middle of a three-storey building that makes it look ugly and not in keeping with the Chipperfield Design Statement, that seems to have been ignored. Three storey developments do not exist in Chipperfield so this needs to be redesigned to just two storeys to fall in line with local planning design.
- b) Revised the ground floor bay window design (Plot 7) To whose benefit?
- c) Provided details of bird and bat boxes. In Marshfield's original proposal their "professional report" said that they were not sure if Bats existed on site but contradicted themselves in the report several times. Are we now saying that as Bird and Bat boxes are now included within the site that they do exist? Are bats and wildlife present on this site? Has the Bat Conservation Trust now been instructed in this case to provide a view? From investigating similar developments, I have seen that were wildlife is deemed to live that building work cannot go ahead between March and September to protect the wildlife. What are Marshfield's plan to deal with this issue?

- d) Produced a Photo montage (Existing; Proposed; Proposed Close-up) from the view from Chapel Croft showing context and relationship of the proposed building within the street scene. This building is very close to the road, three-storeys, the wrong colour brick, window to the front (which isn't allowed by DBC's own rules on planning in Chipperfield) and the drawings seem to show street lamps outside the shop– even though the village does not have any lighting. Has the developer spent any time looking at this village and the impact development is likely to have and how best to deal with it? Perhaps by speaking to local people the development can be managed well?

Highways

- a) The kerb radii to the existing Chapel Croft access will be 6 metres. Why? So, people/visitors can park on side of access area?
- b) The kerb radii to the existing Croft Lane access will be 6 metres. Why? So, people/visitors can park on side of access area as there isn't sufficient parking within the development – another area that Marchfield are just ignoring
- c) We have not included tactile paving which we consider could look too suburban in a village environment. We can however, submit further details pursuant to a planning condition if officers consider this necessary. Perhaps you should submit your own idea's as you must have developed in similar villages? What does the Chipperfield Design Statement say? Have you read it?
- d) Surface treatment of the access roads can also be dealt with by planning condition. Come to the table with some ideas from the Chipperfield Design Statement....
- e) Included cycle hoops in front of the replacement shop. Why, nobody will use them....it is a small village that doesn't need this.
- f) Annotated the Site Layout - proposing re-instatement of the dropped kerb adjacent to "The Nurseries" on Chapel Croft. The lay by that you have shown in the drawings with this submission now shows the increase in size, so it goes right across the front of the shop area and across my drive that I use every day and that my children use every day on numerous occasions. Now they will be leaving their own property and walking into a lay by...increasing risk of life/injury more than it already is with this road. The lay by is not needed – provide adequate parking within the development for the shop...don't make it a more dangerous road than it already is....what have Highways said about this new design?

The View, Kings Lane, Chipperfield;
2 Croft Field, Chipperfield

Following the amendments that have been submitted by the developer in respect of the above referenced application, because there are no significant improvements, I confirm my objections remain.

- The height of the frontage with 3 storeys
- The inclusion of flats above the shop. These points are not in keeping with the surrounding area
- The additional traffic increasing the danger because of access on to Croft Lane
- The total density of the site because there are still 17 units
- There is not enough parking provided. The number of units needs to be reduced.

I do not object to the development just the size of it.

Councillor Graham Barrett

I therefore request that if approval is being recommended that this application is called in to the committee for decision.

I am not opposed to a residential development on this site. I consider the present scheme to be an overdevelopment of the site which as a consequence has insufficient parking. In addition I consider the 2.5 story proposal fronting Chappel Croft to be out of keeping with the surrounding area and contrary to the Chiperfield Village Design Statement.

Supporting

Address	Comments
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Commenting

Address	Comments
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Agenda Item 6



Report for:	Development Management Committee
Date of meeting:	13 December 2018
Part:	1
If Part II, reason:	

Title of report:	Article 4 areas for protecting Dacorum's Employment Areas
Contact:	<p>Cllr Graham Sutton, Portfolio Holder for Planning and Infrastructure</p> <p>Responsible Officer: James Doe, Assistant Director, Planning, Development & Regeneration</p> <p>Author: John Chapman, Strategic Planning and Regeneration Officer</p>
Purpose of report:	To consider the introduction of Article 4 Directions (under the Town and Country Planning (General Permitted Development) (England) Order 2015). The directions would require planning applications to be made in the designated areas for changes of use from office / light industrial / storage and distribution premises to residential use. It would cover selected employment areas in the Borough.
Recommendations	<ol style="list-style-type: none"> 1. That a local consultation be carried out, proposing that the areas referred to in section 6 of this report and shown in Appendix 1 be designated as Article 4 areas, within which permitted development rights for changes of use from B Class employment uses to housing will be withdrawn. 2. That the proposed Article 4 areas be classified as non-immediate directions, which will come into force 12 months from the start of the public consultation. 3. That the public consultation arrangements proposed in section 7 of this report be agreed. 4. That authority be delegated to the Assistant Director, Planning, Development & Regeneration to confirm the Article 4 Directions

	<p>following analysis of the response to the consultation, subject to the proviso that if substantive objections are received in respect of one or more of the proposed areas then the decision on those areas be referred back to the Committee.</p>
Corporate objectives:	<p>The introduction of the proposed Article 4 areas would help support the following corporate objectives:</p> <ul style="list-style-type: none"> • <i>Dacorum delivers</i>: e.g. provides a clear framework upon which planning decisions can be made; and • <i>Regeneration</i>: e.g. sets the planning framework for key regeneration projects, such as Hemel Hempstead town centre and the Maylands Business Park.
Implications: 'Value For Money Implications'	<p>This project can be completed within existing budgets.</p>
Risk Implications	<p>If Article 4 areas are not introduced, there is a risk that several further prior approval schemes will be brought forward, resulting in a serious under-provision of employment floorspace. Paragraph 3.6 below refers to other problems this would cause.</p> <p>There are two types of Article 4 directions: non-immediate directions and directions with immediate effect. With the former, there is a risk of further approval applications before the directions take effect. With the latter, there is a risk that the Council will have to pay out large sums in compensation (see section 7 of this report).</p>
Consultees:	<p>James Doe: Assistant Director, Planning, Development & Regeneration</p> <p>Andrew Horner: Team Leader – Strategic Planning</p> <p>Christopher Gaunt: Legal Governance Team Leader, Legal Governance Management</p>
Background papers:	<p>Dacorum Borough Local Plan 1991-2011</p> <p>Dacorum Core Strategy</p> <p>Dacorum Employment Land Availability Assessment</p> <p>Dacorum Site Allocations Development Plan Document</p> <p>General Permitted Development Order</p> <p>Heart of Maylands Development Brief</p> <p>Maylands Masterplan</p> <p>Maylands Gateway Development Brief</p> <p>MHCLG consultation paper: "Planning Reform: Supporting the high street and increasing the delivery of new homes".</p> <p>National Planning Policy Framework</p> <p>Planning Practice Guidance: When is permission required?</p> <p>St Albans Local Plan pre-submission version</p>

	South West Hertfordshire Economic Study
Glossary of acronyms and any other abbreviations used in this report:	<p>B class uses: offices, industrial and storage and distribution</p> <p>CS: Core Strategy</p> <p>GPDO: General Permitted Development Order</p> <p>NPPF: National Planning Policy Framework</p> <p>PPG: Planning Practice Guidance</p> <p>SA: Site Allocations</p>

1. Planning policy context for employment land and floorspace

(i) National context

1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The NPPF states that sufficient land of the right types should be available in the right places and at the right time to support growth, innovation and improved productivity. The Government's Planning Practice Guidance on 'Housing and economic land availability assessment' guides councils in identifying land to meet development needs.

(ii) Local context

1.2 Dacorum Core Strategy Policy CS14 (economic development) states that sufficient land will be allocated to accommodate approximately 10,000 additional jobs 2006-2031. Also, most employment generating growth will be located in town and local centres and General Employment Areas.

1.3 Policy CS15 (offices, research, industry, storage and distribution) states that a minimum area of land, including General Employment Areas and town centres, will be identified and retained for B class uses (i.e. offices, industrial and storage and distribution). The policy proposes around 131,000 sq. metres (net) of additional office floorspace 2006-2031 and that floorspace for industry and storage/distribution remains broadly unchanged.

1.4 The Site Allocations Development Plan Document defines General Employment Areas in Policy SA5, whilst employment areas in the Green Belt come under Policy SA8. Maylands Business Park is not covered by the Site Allocations document, so the General Employment Areas there are still as shown in saved Policy 31 of the Dacorum Borough Local Plan 1991-2011. However, it is also necessary to take account of the more recent non-statutory proposals in the Maylands Masterplan and the Maylands Gateway Development Brief.

1.5 Currently, the employment land evidence base for the new Dacorum Local Plan is being assembled, as explained below:

- The South West Hertfordshire Economic Study (2016) forecast a need for a substantial increase in office floorspace to 2036, but little change in industrial and storage and distribution space.
- The Dacorum Employment Land Availability Assessment (2017) indicated that market demand pointed to a need for more industrial and warehousing space,

rather than offices. It also advised that most sites currently in B class use should be retained.

- An update to the 2016 study is underway and is taking a fresh look at the future need for employment floorspace and sites.

2. Permitted development rights for changes of use from employment uses to housing

2.1 In recent years, the Government has introduced significant deregulation of planning. Since 2013, this has included the creation of national permitted development rights under the General Permitted Development Order. The aim is to encourage the creation of new housing by changes of use of employment buildings to housing.

2.2 The permitted development rights mean that planning permission is granted for certain changes of use to housing, subject only to ‘prior approval’ of some detailed matters. This applies to buildings occupied for employment purposes, as well as vacant buildings. Prior approval cannot be refused on the grounds that the loss of employment floorspace would be contrary to the Council’s planning policies. Also, the Council is unable to require any affordable housing or other section 106 contributions on prior approval schemes and the application fee payable is only £96.

2.3 The table summarises how the prior approval regime operates:

Changes of use from	Time limits	Matters that can be considered in determining applications	Does prior approval apply to all changes of use to housing?
B1(a): offices	None	Highway impacts, contamination, flood risk, noise	Yes
B1(c): light industry	Time limited to 30 September 2020	As above, plus some aspects of commercial/service provision	Applies only in certain circumstances, including if: <ul style="list-style-type: none"> • the floorspace does not exceed 500 sq. metres • the building is not listed • the building has been used solely for light industry (with existing B1(c) buildings) or storage and distribution (with existing B8 buildings)
B8: storage and distribution	Time limited to 10 June 2019		

2.4 In October 2018, the Ministry of Housing, Communities and Local Government published a consultation paper “Planning Reform: Supporting the high street and increasing the delivery of new homes”. This paper includes a section on permitted development rights and use classes. Changes proposed include:

- Allowing building types in particular uses (including commercial) to be built upwards to provide new homes.
- Making permanent the currently time limited change of use from class B8 to housing.

- Exploring the feasibility of a new permitted development right allowing redevelopment of existing commercial buildings for residential use.

3. Impact of the prior approval regime in Dacorum

3.1 Since 2006 (the start of the Core Strategy plan period), office floorspace in Dacorum has declined by 75,000 sq. metres and industry, storage and distribution floorspace by 31,000 sq. metres. These declines are not consistent with Core Strategy Policy CS15 (see paragraph 1.3 above). This is particularly so with offices. Nevertheless, the total number of jobs in the Borough has been rising at a faster rate than proposed in Policy CS14 and unemployment is very low.

3.2 Dacorum is experiencing a significant loss of office floorspace from prior approval schemes involving changes of use from offices to housing:

- Between 2014 and 2018, there was a loss of 17,300 sq. metres of office floorspace.
- Permitted prior approval schemes, including approvals since 31 March, involve the loss of a further 27,800 sq. metres of office floorspace.
- Completed and permitted prior approval schemes (if implemented) will result in a total loss of over 45,000 sq. metres of offices. This is a major factor in Dacorum's employment land supply. This is enough space for over 3,000 office jobs.

3.3 Nearly all of the completed and permitted losses of office space from prior approval schemes are in the town centres or General Employment Areas (see table below). Indeed, 50% of the losses are in Hemel Hempstead town centre, causing a significant decline in the town centre's role as an office centre. Half of the losses in the General Employment Areas are on the Maylands Business Park.

3.4 The table below shows the location of the ten largest completed and permitted losses of office floorspace from prior approval schemes:

Location	Settlement	Policy designation	Floorspace loss (sq. metres)	Progress
Viking House, Swallowdale Lane	Hemel Hempstead	General employment area – Maylands Business Park	1,902	Completed
Swan Court, Waterhouse Street	Hemel Hempstead	Town centre	3,111	Completed
Corner Hall	Hemel Hempstead	General employment area	4,465	3,700 m ² completed
Bryanston Court, Selden Hill	Hemel Hempstead	Town centre	5,788	Under construction
Normandy Court, 1 Wolsey Road	Hemel Hempstead	Town centre	1,600	Completed
Akeman Business Park, Akeman Street	Tring	General employment area)	3,000	Not started

Grovelands Business Centre, Grovelands	Hemel Hempstead	General employment area – Maylands Business Park	4,266	Not started
Hamilton House, 111 Marlowes	Hemel Hempstead	Town centre	3,340	Not started
Hempstead House, 2 Selden Hill	Hemel Hempstead	Town centre	2,437	Not started
Vantage House, 23 Mark Road	Hemel Hempstead	General employment area – Maylands Business Park	1,720	Not started

3.5 Some of the prior approval schemes involve older office buildings, which are unattractive for continued office use. In a number of cases, the external appearance of the building has been changed and additional flats built on the roof (e.g. Swan Court).

3.6 However, there are some worrying trends arising from prior approval schemes. Apart from the overall loss of office floorspace and the lack of affordable housing/other S106 contributions noted above, other causes for concern are as follows:

- Most office buildings subject of prior approval schemes were still occupied at the time of the application, so many firms have been displaced when schemes have been implemented.
- Some prior approval schemes involve good quality, relatively modern buildings such as Corner Hall and Normandy Court, well suited for continued office use.
- As normal development management policies cannot be applied, there is a danger of poor quality housing developments being provided.
- Enclaves of housing may appear in the middle of employment areas, remote from services and the community (which runs counter to how our towns function). For example, two prior approval schemes have been approved in Boundary Way on the Maylands Business Park, a considerable distance from any existing housing.
- The introduction of housing into employment areas may place constraints on businesses, which need the space to operate without limitations on noise, hours of operation etc. Such limitations could be bad for business and affect investment in the future.

3.7 In contrast to the position with offices, no prior approval schemes for losses of light industrial or storage and distribution floorspace have been permitted. This probably reflects the nature of B1(c) and B8 buildings (often unsuitable for residential use), the later introduction of prior approval arrangements for such changes of use and the restrictions that apply (see right-hand column in table in paragraph 2.3 above).

4. How can the Council protect Dacorum's employment areas?

4.1 Given concerns over the loss of employment floorspace (particularly offices), some councils have used powers under Article 4 of the General Permitted Development Order (GPDO) to withdraw permitted development rights for changes of use to housing. Locally, Article 4 directions have been introduced by St Albans, Three Rivers

and Watford Councils. This Council could do likewise, in order to protect our most important employment areas.

4.2 NPPF paragraph 53 states that:

“The use of Article 4 directions to remove national permitted development rights should be limited to situations where this is necessary to protect local amenity or the well-being of the area...”

4.3 Further information on Article 4 directions is contained in the Government’s Planning Practice Guidance (PPG) on “When is permission required?”. The following points in the PPG are particularly relevant:

- An Article 4 direction means that a particular development cannot be carried out under permitted development, so needs a planning application. This gives a local planning authority the opportunity to consider a proposal in more detail.
- A planning application fee is payable where development that would otherwise have been permitted development requires a planning application.
- If a local planning authority makes an Article 4 direction, it can be liable to pay compensation to those whose permitted development rights have been withdrawn. This is only so if permission is refused for development which would otherwise have been permitted development, or is permitted subject to conditions more limiting conditions than the GPDO.
- The grounds on which compensation can be claimed are limited to abortive expenditure or other loss or damage directly attributable to the withdrawal of permitted development rights.
- There are two types of directions under the GPDO: non-immediate directions and directions with immediate effect. In all cases, an Article 4 direction cannot be confirmed until after the local planning authority has carried out a local consultation.

4.4 With regard to bullet points 3 and 4 above, compensation is payable only if a planning application is made within 12 months from the date that the Article 4 Direction takes effect. No liability to pay compensation arises where 12 months’ notice is given before the Article 4 Direction comes into force.

5. Justification for Article 4 areas to control changes of use to housing in Dacorum

5.1 It is considered that there is a strong justification for designating Article 4 areas to control changes of use to housing in Dacorum’s most important employment areas, for the following reasons:

- Article 4 areas are justified to protect employment land in Dacorum, given the national and local planning policy context (see section 1 above) and the substantial loss of employment floorspace that is occurring, contrary to the Council’s planning policies (section 3).
- A large amount of office floorspace is being lost in the Borough as a result of the prior approval regime (section 3).

- Most of the losses from prior approval schemes are located in the Council's most important employment areas, particularly Hemel Hempstead town centre and the general employment areas (section 3).
- There are a number of worrying trends arising from prior approval schemes, as explained in paragraph 3.6 above.
- Due to the loss of existing employment buildings and proposed employment sites, Dacorum's employment land supply is now very limited. Therefore, the Council is considering whether exceptional circumstances exist that justifies releasing Green Belt land for employment development in the new Local Plan (see paragraphs 5.2-5.4 below).
- The Hertfordshire Local Enterprise Partnership is concerned about the loss of employment space across the county. It has commissioned consultants to establish an evidence base, explore the implications of floorspace losses and identify potential solutions.
- Vacant office floorspace in Hemel Hempstead has roughly halved since the recession (paragraphs 5.5 and 5.6).
- Further significant losses of employment floorspace to housing in Dacorum from prior approval schemes seem likely if Article 4 areas are not introduced (paragraphs 5.5 and 5.6).

5.2 With regard to bullet point 5 above, there are only two major employment development sites currently under construction or allocated. Both these sites are in Maylands Gateway, close to M1 Junction 8:

- Prologis are currently building a large industrial/warehousing development.
- The Council owns a greenfield site immediately to the east of the Prologis site. This site is expected to be marketed shortly and is suitable for a mix of office and industrial/warehousing development.

5.3 There are some smaller sites with potential for B class floorspace, but on several of these sites there is uncertainty over whether employment development will actually occur. The overall conclusion is that if there is no change to existing planning policies and allocations, there is likely to be:

- A further net decline in office floorspace.
- No significant net change in industry and storage and distribution floorspace once the current Prologis development in Maylands Gateway is completed.

5.4 The Pre-submission version of the St Albans Local Plan (i.e. the Draft Plan) proposes a very large (55 hectare) employment site at East Hemel Hempstead. A mix of office and industrial/warehousing development is proposed. This site is located east of the sites mentioned in paragraph 5.2 above. However, this proposal is not confirmed (the land is currently in the Green Belt) and St Albans District Council has not agreed that any of the jobs on this site can count towards meeting Dacorum's needs, although negotiations are continuing.

5.5 The Council has commissioned advice from Brasier Freeth, local commercial agents. Brasier Freeth are looking at whether residential values make further prior approval

schemes to change B class buildings to housing commercially attractive. They have produced a draft report, containing information on office, light industrial, storage and distribution and residential values in the following employment areas (see maps in Appendix 1):

Location	Policy designation
Maylands Business Park, Hemel Hempstead	General employment area
Park Lane, Hemel Hempstead	Town centre
Doolittle Meadows, Hemel Hempstead	General employment area
Chancerygate Business Centre, Whiteleaf Road, Hemel Hempstead	General employment area
Northbridge Road and River Park, Berkhamsted	General employment area
Icknield Way, Tring	General employment area
Bourne End Mills, Bourne End	Employment area in the Green Belt

5.6 In respect of the last two bullet points in paragraph 5.1, the draft Brasier Freeth report shows that:

- Vacant office floorspace in Hemel Hempstead has roughly halved from over 700,000 sq. feet during the 2008/2009 downturn to 358,000 sq. feet.
- Residential land values in the key General Employment Areas and Hemel Hempstead town centre are generally much higher than office and light industrial/warehousing values. This gives landowners and developers a financial incentive to bring forward prior approval schemes.

5.7 The Assistant Director, Planning, Development & Regeneration made a presentation on the potential Article 4 areas to Hemel Hempstead Business Ambassadors on 15 November 2018. The idea of protecting key employment areas through in this way was well received and a letter of support from the Ambassadors is expected.

6. Which areas should be designated as Article 4 areas?

6.1 Paragraph 5.5 above lists the employment areas considered by Brasier Freeth in their report. The table below summarises Brasier Freeth's draft conclusions on these areas. It also sets out key points on these areas from the Dacorum Employment Land Availability Assessment (2017), produced for the Council by consultants Peter Brett Associates. Brasier Freeth's draft overall recommendation is that all these areas should be protected. This reflects the pressure from residential developers to buy permitted development opportunities

Location	Dacorum Employment Land Availability Assessment	Draft Brasier Freeth report
Maylands Business Park, Hemel Hempstead	Maylands is the largest employment site in the borough, providing a mixture of purpose built office and industrial accommodation. Should be safeguarded for its existing employment use.	Maylands is a mixed use employment area located adjacent to junction 8 M1 motorway. It is the largest commercial area in Dacorum by a considerable margin.

Park Lane, Hemel Hempstead	The assessment looked at Hemel Hempstead town centre as a whole, not individual buildings. Offices were generally well occupied, but the town centre struggles to attract new occupiers, due to the distance from the station, lack of car parking and lack of good quality modern space.	Contains two of the remaining office buildings of note in Hemel Hempstead town centre i.e. One Park Lane and Park House. One Park Lane is a 1989 headquarters building, which has been well maintained and has a good car parking ratio.
Doolittle Meadows, Hemel Hempstead	Comprises high quality office buildings. Should be safeguarded for its existing employment use.	Building quality varies hugely. Westside was comprehensively refurbished in 2016 and is a Grade A (top quality) building. Meadowside and Network House are 1980's buildings, not refurbished. There is good access to the mainline rail and M25 Junction 20.
Chancerygate Business Centre, Whiteleaf Road, Hemel Hempstead	Should be safeguarded for its existing employment use.	This 34 unit industrial development was built in 2007. The unit sizes vary from 3-6,000sq.ft. The front 10 units have a trade counter planning consent.
Northbridge Road and River Park, Berkhamsted	In general, the site is well occupied and should continue to be safeguarded. It is the main employment site in Berkhamsted.	These are the main industrial and employment areas in Berkhamsted. The buildings are generally well maintained.
Icknield Way, Tring	This site is well laid out, with adequate parking and servicing to all units. Should be safeguarded for its existing employment use.	Icknield Way is an important estate in north Dacorum. It is home to a number of excellent businesses and a skilled workforce. It is fully let (including premises under offer).
Bourne End Mills, Bourne End	The site is well located adjacent to an A41 junction. Most of the site was being redeveloped when the assessment was prepared. Should be safeguarded for its existing employment use.	This newly built estate has proved a popular location. The A41 gives easy access to the M25 motorway at junction 20. All but one of the new units were sold off plan to owner occupiers.

6.3 In view of the points made in section 5 of this report and the evidence in the Dacorum Employment Land Availability Assessment and draft Brasier Freeth report, there is a strong justification to designate all the above areas as Article 4 areas.

6.4 It is, however, considered that some parts of Maylands Business Park should be excluded from the Article 4 area. The areas proposed for exclusion are shaded green and called Areas A-F on the Maylands map in Appendix 1. The table below explains why it would be appropriate to exclude these areas:

Area	Location	Areas proposed for exclusion from Maylands Article 4 area
A	Land north of the Nickey Line	This land is identified as an 'Area of residential opportunity' in the Core Strategy (Figures 18 and 22). Also, part of this area is currently in non-B class use (e.g. Aldi supermarket) and some of the rest has little or no built floorspace.
B	Viking House, Swallowdale Lane	This site is currently being redeveloped for housing. Also, it is on the edge of the Maylands Business Park.
C	Heart of Maylands, Maylands Avenue (south) and Hales Park	Part of this area is covered by the Heart of Maylands Development Brief, which proposes redevelopment for mixed uses. The whole area is changing rapidly from a predominantly B class area to a vibrant mixed use area, with retail, food and drink, leisure, hotel and residential uses, as well as B class uses. Hales Park area is already in residential use.
D	Swallowdale Lane/Three Cherry Trees Lane	There is a safety hazard area in the vicinity of the Gist site. It is thought that this area was defined when BOC stored gas there. Even though gas storage may have ceased, it could be resumed without any further consent being required. The GPDO stipulates that permitted development rights for changes of use to residential do not apply in 'safety hazard areas'. This includes the consultation zones around hazardous sites.
E	Boundary Way/Buncefield Lane	Part of this area (e.g. cemetery and caravan park) are not in B class use. Also, this area includes the Buncefield Oil Terminal and land within the Health and Safety Executive's consultation zones around Buncefield. As stated under 'D' above, permitted development rights for changes of use to residential do not apply in such areas.
F	Breakspear Way/Buncefield Lane (south)	The Holiday Inn and the BP filling station/Marks and Spencer convenience store are not in B class use.

7. Processes for designating Article 4 areas

- 7.1 Paragraph 4.3 above stated that there are two types of directions (non-immediate directions and directions with immediate effect). Also, directions cannot be confirmed until after the local planning authority has carried out a local consultation. However, the GPDO requires different procedures to be followed for each type of direction.
- 7.2 Paragraphs 4.3 and 4.4 above explained that the local planning authority can be liable to pay compensation in certain circumstances. However, no liability to pay compensation arises where 12 months' notice is given before the Article 4 Direction comes into force.
- 7.3 The disadvantage of opting for non-immediate directions is that the Council may be faced with a number of prior approval applications during the 12 month period, as landowners and developers rush to beat the deadline. This possibility must be

balanced against the real risk of the Council having to pay out very large sums in compensation if directions are introduced with immediate effect.

7.4 It is concluded that the prudent approach would be to opt for non-immediate directions. If the Committee agrees, the main steps to be followed in designating the Article 4 areas are as shown below:

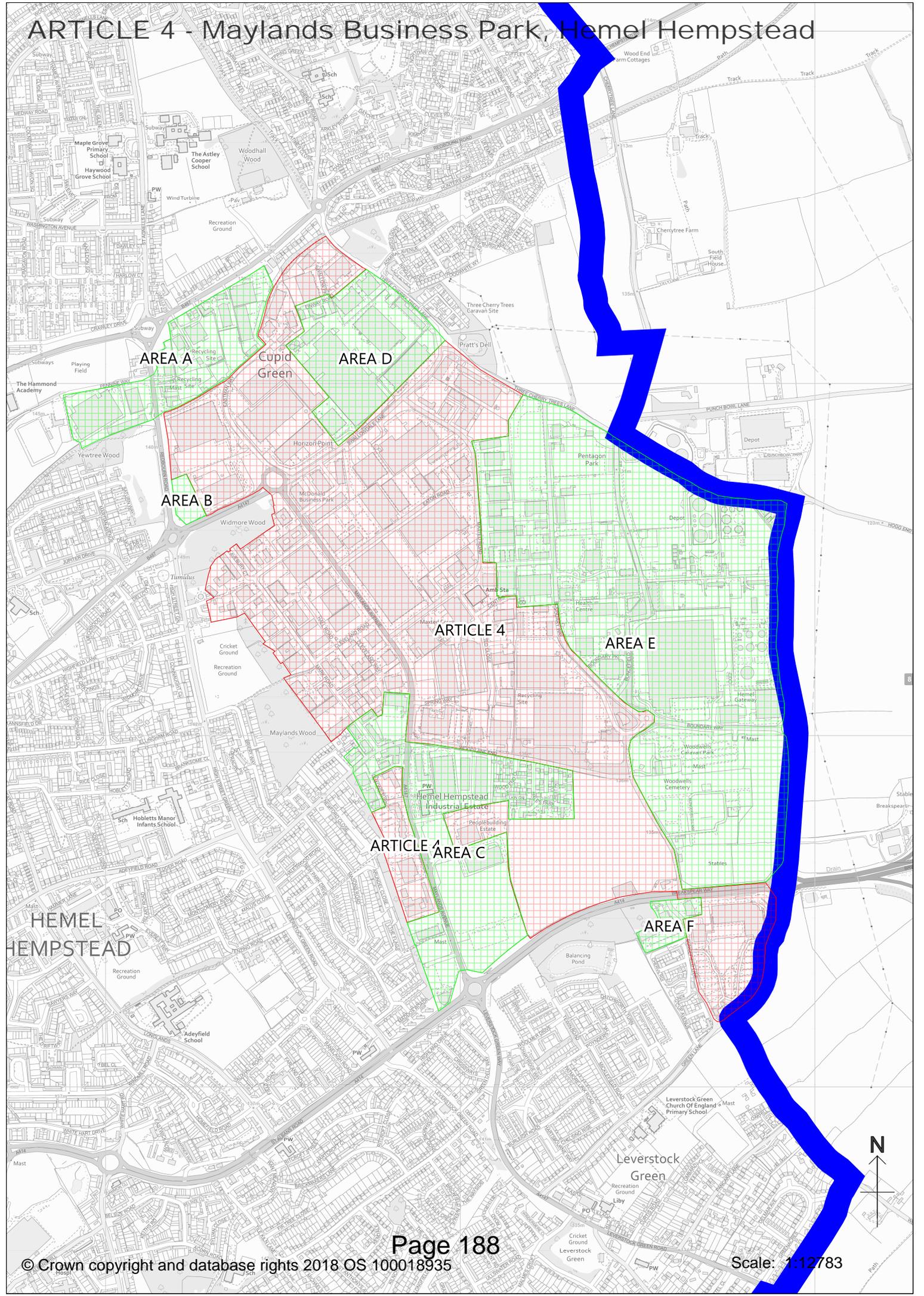
GPDO's requirements (summary of key points)	Recommended approach
<p>Notice of any directions made must be given by:</p> <p>(a) local advertisement; (b) site notices; and (c) serving the notice on the owner and occupier of every part of the land within the area or site to which the direction relates, unless it is impracticable to do so.</p>	<p>The requirements of (a) and (b) must be met. Compliance with (a) should include:</p> <ul style="list-style-type: none"> • A public notice in the local paper • Information on the Council's website • A mention in the Council's Ambassador Place Manager's monthly business update to about 3,000 firms and weekly email to the Ambassadors <p>However, (c) is considered impracticable. This conclusion reflects the very high number of owners and occupiers in the proposed Article 4 areas.</p>
<p>The notice referred to above must:</p> <p>(a) describe the development and area to which the direction relates and the effect of the direction. (b) state where the direction can be inspected. (c) specify a period of at least 21 days within which representations concerning the direction may be made. (d) specify the date on which it is proposed that the direction will come into force.</p>	<p>All these requirements must be met.</p> <p>It is considered that:</p> <ul style="list-style-type: none"> • the consultation should start in early January 2019. • A six week period should be allowed for representations to be submitted. • The proposed date when the directions will come into force should be 12 months from the start of the consultation.
<p>The local planning authority must notify the Secretary of State of the direction on the same day that notice of the direction is first published or displayed.</p> <p>The County Council must also be informed.</p>	<p>These requirements must be complied with.</p> <p>The Council also needs to produce a justification statement, setting out the case for the Article 4 areas. This statement will draw mainly on the evidence contained in this report and the final report from Brasier Freeth.</p>
<p>The direction comes into force on the date specified, but only if confirmed by the local planning authority.</p> <p>In deciding whether to confirm a direction, the local planning authority must take into account any representations received during the consultation period.</p>	<p>These requirements must be complied with.</p> <p>It is recommended that authority be delegated to the Assistant Director, Planning, Development & Regeneration to confirm the Article 4 Directions following analysis of the response to the consultation, subject to the proviso that if substantive objections are received in respect of one or more of the proposed areas then the decision on those areas be referred back to the Committee.</p>
<p>The local planning authority must, as soon as practicable after a direction has</p>	<p>These requirements must be complied with.</p>

<p>been confirmed:</p> <p>(a) give notice of the date on which the direction will come into force; and</p> <p>(b) send a copy of the confirmed direction to the Secretary of State.</p>	
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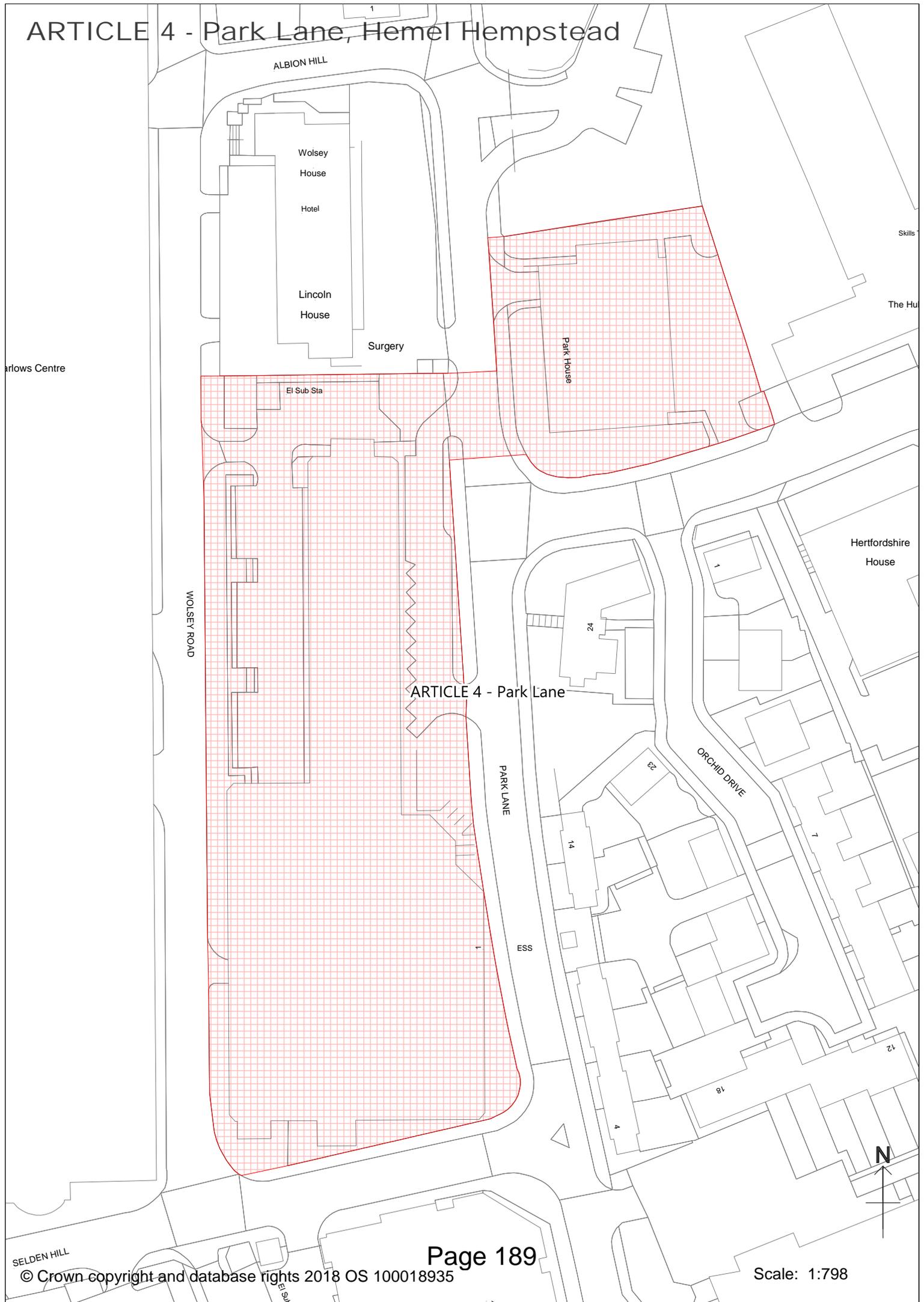
8. Conclusions

- 8.1 It is considered that this report provides clear justification for designating Dacorum's key employment areas as Article 4 areas. The Article 4 directions will require planning applications to be made in the designated areas for changes of use from office / light industrial / storage and distribution premises to residential use. Members are requested to agree the recommendations at the start of this report.

ARTICLE 4 - Maylands Business Park, Hemel Hempstead



ARTICLE 4 - Park Lane, Hemel Hempstead



Skills Centre

Skills

The Hu

Wolsey
House

Hotel

Lincoln
House

Surgery

El Sub Sta

Park House

Hertfordshire
House

ARTICLE 4 - Park Lane

WOLSEY ROAD

PARK LANE

ORCHID DRIVE

24

22

14

ESS

18

4

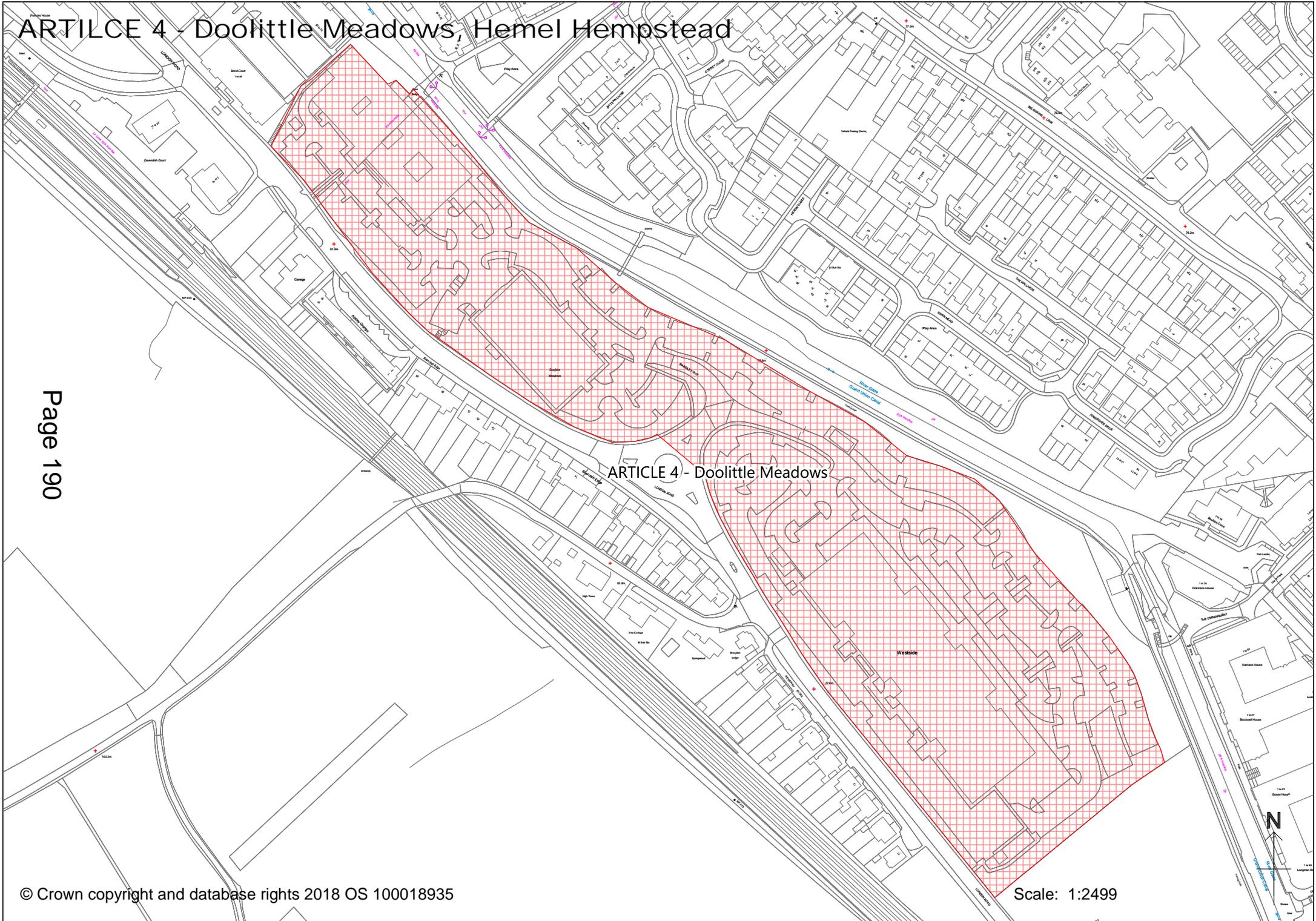
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SELDEN HILL

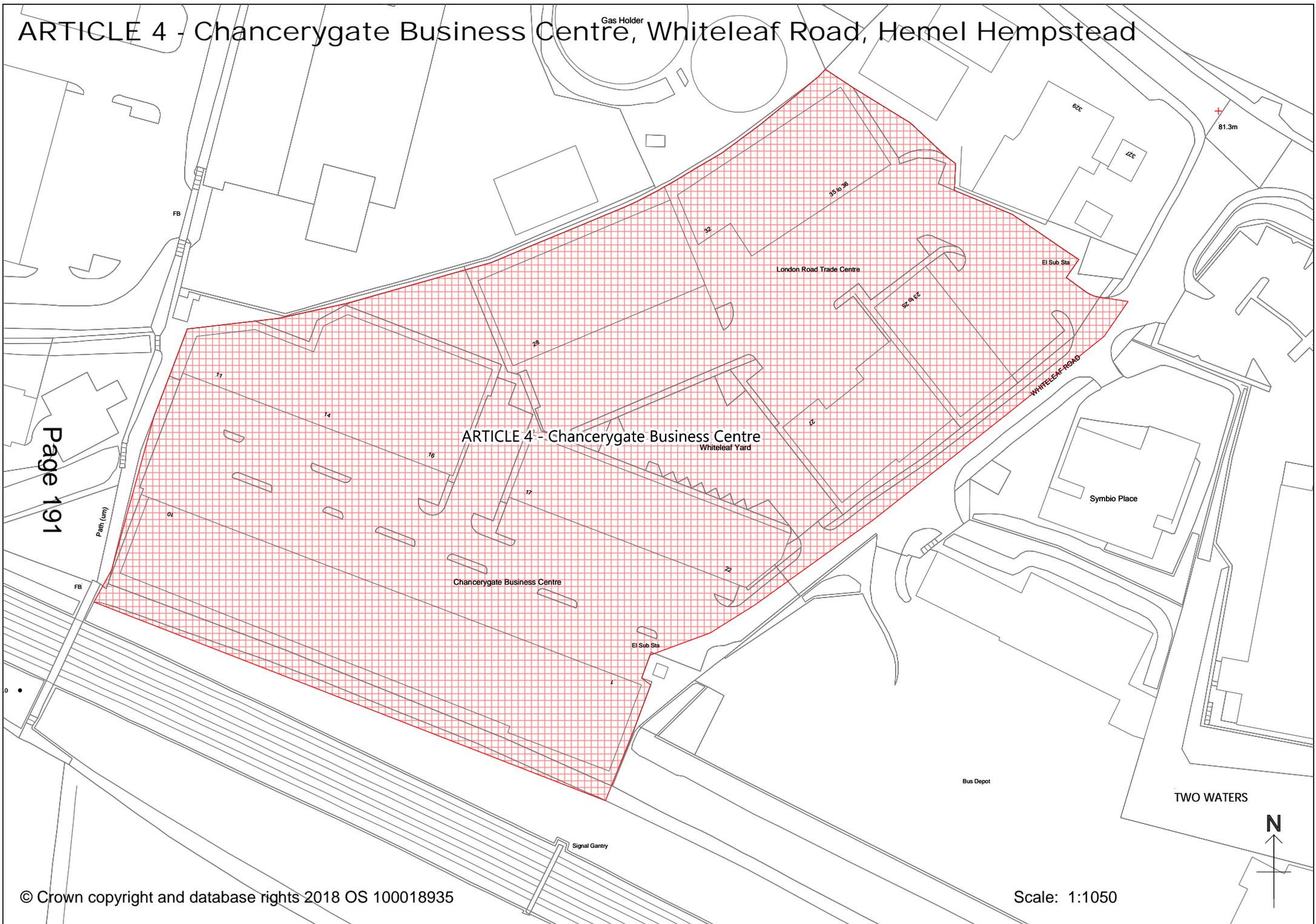
ARTICLE 4 - Doolittle Meadows, Hemel Hempstead

Page 190

ARTICLE 4 - Doolittle Meadows

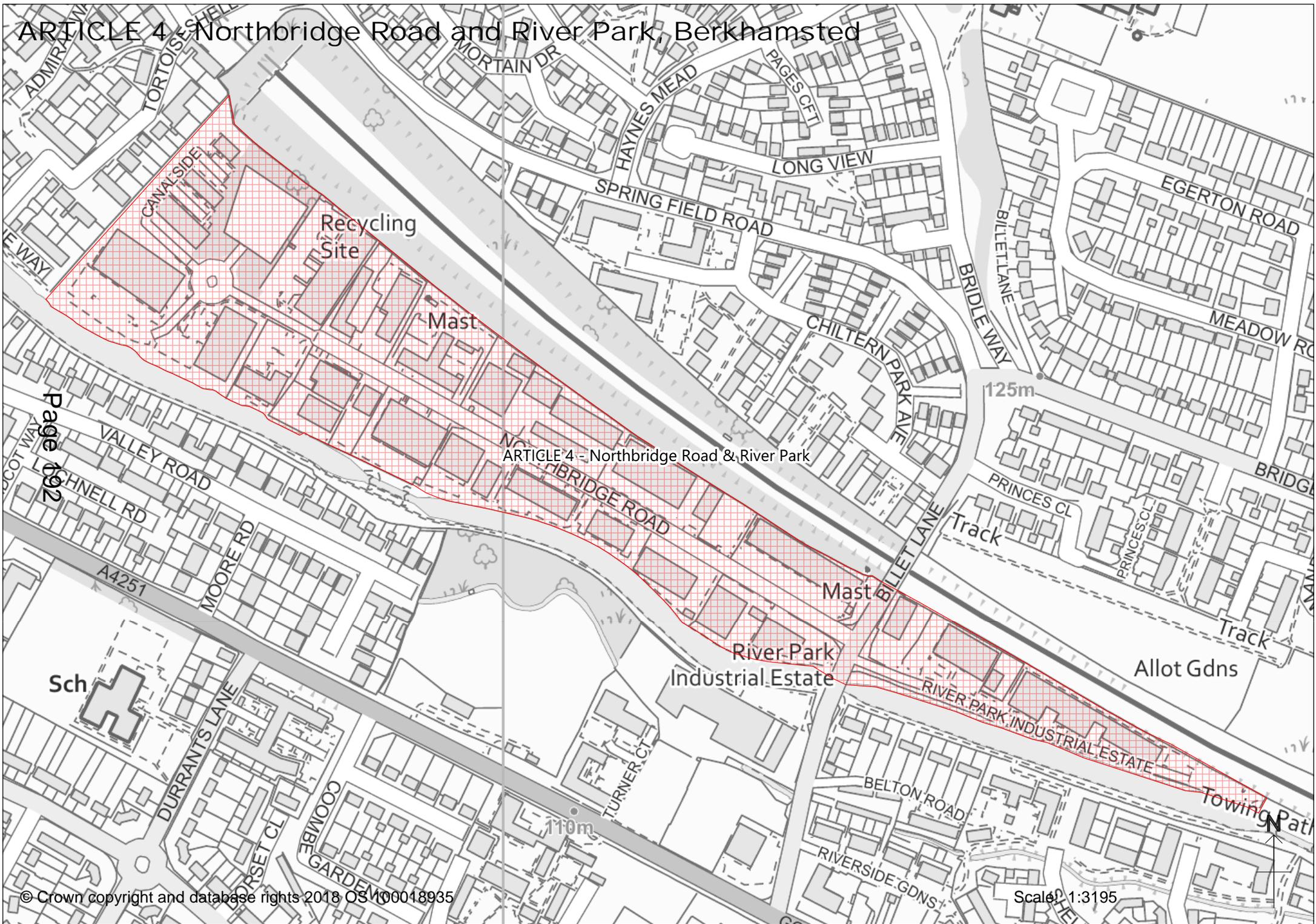


ARTICLE 4 - Chancerygate Business Centre, Whiteleaf Road, Hemel Hempstead



Page 191

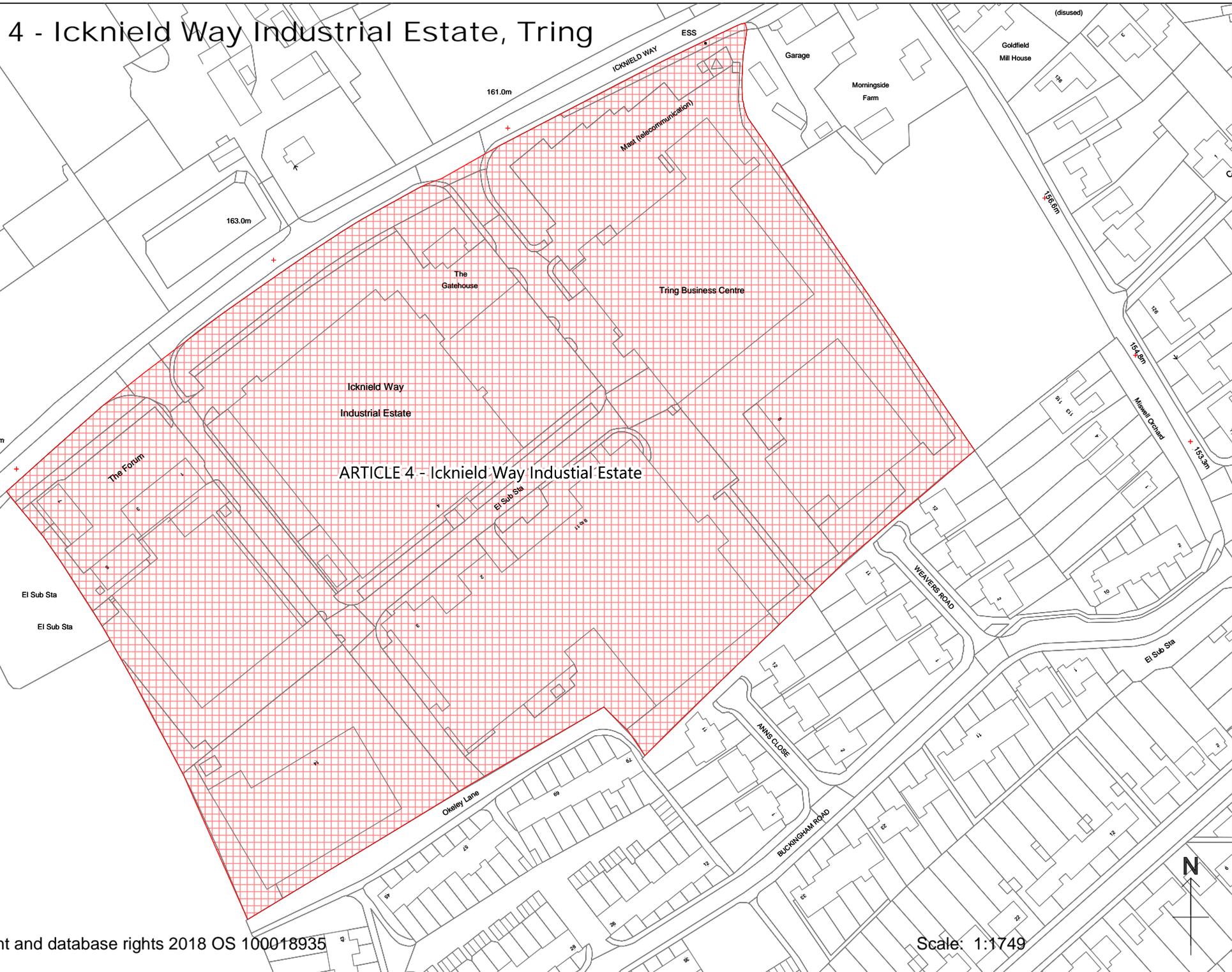
ARTICLE 4 - Northbridge Road and River Park, Berkhamsted



Page 192

ARTICLE 4 - Icknield Way Industrial Estate, Tring

Page 193



ARTICLE 4 - Icknield Way Industrial Estate

ARTICLE 4 - Bourne End Mills, Bourne End

Page 194



6. APPEALS UPDATE

A. LODGED

4/00783/17/OUT

DLA Town Planning & Wakelin Assocs
CONSTRUCTION OF TWO CHALET BUNGALOWS WITH ASSOCIATED
ACCESS, PARKING AND AMENITY SPACE.
LAND AT LOVE LANE, KINGS LANGLEY, WD4
[View online application](#)

B. WITHDRAWN

None

C. FORTHCOMING INQUIRIES

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](#)

D. FORTHCOMING HEARINGS

None

E. DISMISSED

4/02316/17/FUL

Rivergate Homes Ltd and Paul and Elizabeth Rooksby
CONSTRUCTION OF A PAIR OF SEMI-DETACHED DWELLINGS
LAND ADJ. TO 26, STATION ROAD, BERKHAMSTED, HP4 2EY
[View online application](#)

Decision

1. The appeal is dismissed.

Procedural matters

2. The revised Framework1 was published on 24 July 2018. Both main parties have been given the opportunity to comment on this and I have taken their responses into account.

3. The appellant has confirmed that the certificate of ownership submitted with the application form is incorrect and that they own all of the land to which the proposal relates (as specified on the appeal form). I have considered the appeal on this basis and am satisfied that this would not prejudice the interests of any party.

Main issue

4. The Council has raised no concerns regarding the design of the dwelling or its impact upon:- (a) the character and appearance of the conservation area; (b) the living conditions of neighbouring occupiers; (c) the local highway network; (d) trees; and (e) ecology. Accordingly, within the context of the Council's reason for refusal and the evidence in this case, the main issue is whether future occupiers would be likely to experience acceptable living conditions in terms of amenity space provision.

Reasons

5. The appeal site lies to the south-east of Nos 26 and 27 Station Road ('Nos 26 and 27'), an attractive pair of semi-detached properties. It lies within the Berkhamsted Conservation Area (the 'conservation area'), with a railway line running adjacent to the rear boundary. The plot significantly slopes up in a north-easterly direction and at the time of my inspection, was overgrown, with a number of mature trees adjacent to the rear boundary.

6. Appendix 3 of the Local Plan² seeks to ensure a good standard of amenity space for future occupants and recommends that rear garden areas should have a minimum depth of 11.5 metres. Whilst this is not achieved by both of the proposed dwellings, it also allows garden depths below 11.5 metres for infill developments, on the provision that they are of equal depth to adjoining properties. Given that I consider the proposal to constitute an infill development and because the garden depths are similar to the adjacent properties at Nos 26 and 27, I am satisfied that the development would comply with this requirement.

7. However, Appendix 3 also states that gardens should be of a width, shape and size to ensure that the space is functional. Set against this context, whilst the width of each plot has been increased from the previous scheme to approximately 16 metres, with a further 24 square metres provided to the side of each dwelling, it is my view that the amenity space would still be unduly restricted in depth, size and functionality by the terraced nature of the site and the proximity of the side garden to the off-road parking spaces and tall boundary fences.

8. Furthermore, because both proposed dwellings would have 3 bedrooms, with two further rooms in the roof, they would be suitable for large families with children. However, the attractiveness of both gardens as an area for play and for them to be used for other routine activities such as sitting out and drying clothes would, to my mind, be substantially reduced by the height, depth and gradient of the retaining structures and terraces, and the mature trees that overhang the site. In such circumstances, I would also consider there to be a reasonable prospect that future occupiers would seek to have the adjacent mature trees lopped, topped or felled.

9. In view of the above factors, it is my view that the scheme would create the impression of a development that has been tightly squeezed onto the site with insufficient functional amenity space.

10. I recognise that that the development is in reasonable walking distance to public open space and that other private gardens to existing housing may have a smaller footprint than that currently proposed, but this does not overcome the harm identified to the living conditions of future occupants.

11. Although the appeal site is in close proximity to a railway line to the rear, the Council's Environmental Health Officer has raised no objections to the appellant's noise and vibration assessment. Based on the evidence before me, I see no reason to take a different view.

12. The appellant has emphasized their attempts to address concerns relating to the previous scheme by reducing the number of dwellings, reconfiguring the internal accommodation and increasing the size of the overall plots. I also acknowledge that the application was the subject of a recommendation for approval from planning officers at the Council. Nevertheless, matters such as these do not, in themselves, confer acceptability and I have considered this appeal strictly on its planning merits. I have also noted the lack of objections by the Council's Conservation Officer, but this in itself does not demonstrate a lack of harm in terms of living conditions.

13. In reaching my conclusion, I have had regard to the two previous appeal decisions referred to by the Council and appellant. Although these are an important consideration, I have assessed the proposal on its own merits in the light of all the evidence which is now before me.

14. In view of the above, I conclude that future occupiers would experience unacceptable living conditions in terms of the functionality and restricted size of the amenity area. The proposal would therefore conflict with Appendix 3 of the Local Plan, which seeks, amongst other things, to ensure that all new gardens are of a width, shape and size to ensure the space is functional.

15. I also find that the scheme would conflict with Paragraph 127 of the Framework which seeks, amongst other things, to ensure that development provides a high standard of amenity for future users.

16. Despite the Council having referred to Policy CS12 of the Core Strategy³ in its reason for refusal, I can find no requirements in this policy that refer to the living conditions of future residents in terms of amenity space provision. I am as a consequence satisfied that the scheme is not in conflict with this policy.

Other matters

17. Given my conclusion on the main issues that the development is unacceptable, the other matters raised by interested parties have not been central to my decision. Accordingly, there is no need for me to consider them further as it would not alter the outcome of the appeal.

Planning balance

18. Although the site is located in a sustainable location where the principle of development is acceptable, for the reasons set out above, I conclude that the harm to the living conditions of future occupiers would significantly and demonstrably outweigh the modest amount of social and economic benefits that the development would contribute, namely, making an efficient use of land, the provision of an attractive additional family dwelling and employment during construction.

Conclusion

19. All representations have been taken into account, but no matters, including the benefits of the development and the scope of possible planning conditions, have been found to outweigh the identified harm and policy conflict. For the reasons above, the appeal should be dismissed.

4/02950/17/FHA
4/0295/17/LBC

LONGSTAFF
INTERIOR RENOVATION (WITH ASSOCIATED STRUCTURAL WORKS),
ALTERATION TO NORTH WEST GABLED FACADE, REMOVAL AND
REPLACEMENT OF GLAZED DOOR ON SOUTH WEST FACADE WITH
TIMBER CASEMENT WINDOW AND INSTALLATION OF SOUTH WEST
FACING ROOF LIGHT TO EXISTING EXTENSION
WATERSIDE COTTAGE, LEIGHTON BUZZARD ROAD, WATER END,
HEMEL HEMPSTEAD, HP1 3BH
[View online application](#)

Decisions

1. Both appeals are dismissed.

Preliminary Matters

2. The revised National Planning Policy Framework (the Framework) has been published since the appeal was lodged. Both main parties were given the opportunity to comment on any relevant implications for the appeal. I have had regard to any responses and the Framework in reaching my decision.

3. Reference has been made to a letter from Historic England within the evidence before me. However, I have not been provided with a copy of that letter and as such I give it little weight.

Main Issue

4. The main issue in both appeals is whether the proposed works and development would preserve the special architectural and historic interest of Waterside Cottage and whether they would preserve the significance of the heritage asset.

Reasons

5. Waterside Cottage is a grade II listed building adjacent to the River Gade. The list description states that it dates from the late 17th or early 18th Century. The main part of the dwelling is 2-storey and has a 2 cell plan form. To the one side of this main part is a single storey extension.

6. Sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act) require special regard to be had to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses.

7. From the details available to me, I consider that the significance/special interest of the listed building is largely derived from its age, form including its floor plan, fabric and architectural features. I acknowledge that a large proportion of that special interest and significance stems from the architectural, historic and archaeological value of the 2-storey part of the dwelling. However, the single storey extension forms part of the listed building and even though it appears to have been extensively altered it also has architectural, historic and archaeological value that contributes to the special interest and significance of the overall listed building.

8. The development/works would involve the removal of 2 internal walls, the insertion of large glazed panels and doors to the north-west elevation, the replacement of a door with a window and the insertion of a rooflight all within the single storey extension. The Council have not raised any objection to the replacement of the door with a window or the insertion of a rooflight. Based on my observations, I have no reason to disagree.

9. The submitted historic assessment (HA) identifies that the single storey extension appears to have been constructed in 3 phases with the pantry area (C) being constructed after the kitchen (B). The bathroom was constructed after 2008 and is the last phase (D). The 2 internal walls to be removed contain elements of timber framing. The Council's Officer Report states that the building could contain an earlier core but there is little evidence before me to support this. It also cites recording that was done when works were carried out to the building but I have not been provided with a copy of that recording

and can give it little weight.

10. The wall between B and C incorporates a brick structure and a separate timber frame that the HA states is made of several types of timber including pine and birch. From the information before me it would appear that the brick wall is a modern structure and as such has little historic or archaeological value. Whilst, the quality of the timber within the separate frame is low grade and has been reused, in my experience, this is not surprising given that the cottage is a relatively small dwelling and could have been used by an estate worker. Moreover, even though this wall may not now have a structural function it appears to have historic and archaeological value as it indicates the extent of the first phase of the single storey element.

11. The wall between C and D has close studding in oak with the tie beam of pine. The sole plate has been cut through to make a doorway. These timbers may also have been reused but it would appear that this wall formed part of the second phase of the extension and marked its northern extent. As such, it also has historic and archaeological value.

12. Some of the timber within the cross frame walls has been varnished and sanded eroding its archaeological value. Moreover, the method of construction is of limited historic and archaeological value. Nevertheless, the HA states that individually the cross frame walls indicate the narrative of the social history of the building, by determining the northern extent of each subsequent addition and are indicative of the storage of trade related tools and materials. Consequently, I consider that the removal of the cross frame walls would have a modest impact on the historical and archaeological value of the overall listed building.

13. The existing black painted timber cladding on the north-west gable elevation of the extension would be replaced with a natural finish timber frame, natural finish timber boarding and large glazed windows and doors. As the wall is of relatively recent construction it has little historic or archaeological value. However, it forms part of the aesthetic value of the building as the cladding and small side hung windows reflect the architectural style of the overall building. The use of a timber frame on this elevation would reflect the timber framing found internally within the building.

14. However, the use of such a large amount of glazing would appear incongruous given the generally small window and door openings that are on the remainder of the building. Furthermore, the glazing would highlight the changes made to the building and it would divert attention away from the main part of the listed building when viewed from the garden area, the river, the neighbour's garden on the opposite side of the river and in glimpse views from the bridge.

15. Whilst the HA states that the building is said to be a former Water Bailiff's cottage there is little evidence before me to support this. Given its proximity to the river its original occupiers may have been employed in a trade that was connected to the river in some way. The glazing would provide a visual link between the dwelling and the river. Nonetheless, I do not consider that this would mitigate the harm that I have identified above.

16. The proposal would have little impact on the plan form and building typology of the main part of the listed building and parts of the proposal would have a neutral impact on its special interest. However, for the reasons given above I consider that it would fail to preserve the overall special architectural and historic interest of the listed building contrary to the expectations of the Act. I must attach considerable importance and weight to these considerations when reaching my decision.

17. In this case I conclude that the harm caused to the designated heritage asset, would be, in the context of the significance of the asset as a whole and in the language of the Framework, less than substantial. In those circumstances, paragraph 196 of the Framework says that this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

18. Whilst, the development/works are clearly beneficial to the appellant, I regard this as a private rather than public benefit given the absence of evidence that the current accommodation is deficient to an extent likely to threaten the viability of the house as a dwelling. Moreover, the proposal is not the only way to provide an improved layout and quality of accommodation within the

extension.

19. Even though I have found that the harm to the heritage asset is less than substantial it is not to be treated as a less than substantial objection to the proposal. Consequently, there are no public benefits that would outweigh the great weight to be given to the harm to the heritage asset. As such the proposal would not comply with paragraph 196 of the Framework.

20. It would also conflict with Policy 119 of the Dacorum Borough Local Plan and Policy CS27 of the Core Strategy. These policies state, amongst other things, that all development will favour the conservation of heritage assets and consent to alter listed buildings will only be granted where it can be satisfactorily demonstrated that the proposal will be carried out in a manner appropriate to the external appearance or historic character of the building to which it relates.

Other matters

21. The Council have stated that the site is within Water End Conservation Area (WECA) and that the proposal would have a neutral impact on WECA.

Nevertheless, section 72(1) of the Act requires that, in the exercise of planning powers in conservation areas, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

22. From my observations at the site visit I consider that the significance of WECA is mainly drawn from the predominantly rural character and range of traditional buildings that it contains together with its use of materials, pattern of development and the relationship of buildings to the spaces and natural features, including the river, that are in close proximity to them.

23. The majority of the works/development are internal and would not affect the character and appearance of WECA. The alterations to the north-west elevation would be visible from the public realm. However, based on my observations I have no reason to disagree with the Council that the proposal would have a neutral impact on the character and appearance of WECA and as such its significance would be preserved.

Conclusion

24. For the above reasons and having had regard to all other matters raised, I conclude that the appeals should be dismissed.

F. ALLOWED

4/01032/18/FHA

Ahern

DORMER LOFT CONVERSION

HARRIOTTS END FARM COTTAGE, CHESHAM ROAD, BERKHAMSTED,
HP4 2SU

[View online application](#)

1. The appeal is allowed and planning permission is granted for dormer loft conversion at Harriotts End Farm Cottage, Chesham Road, Berkhamsted HP4 2SU. The permission is granted in accordance with the terms of the application Ref 4/01032/18/FHA, dated 25 April 2018, subject to the following conditions:

1) The development hereby permitted shall begin not later than three years from the date of this decision.

2) The loft conversion hereby permitted shall be carried out in accordance with the following approved plans (all with the prefix 3989): 1 (location plan), 2 (block plan), 7 (first floor), 8 (loft floor) and 9 (elevations).

3) The materials to be used in the construction of the external surfaces of the loft conversion hereby permitted shall match those used in the existing building.

Preliminary Matter

2. A revised version of the National Planning Policy Framework (the Framework) was published on 24 July 2018. The content of the revised Framework has been considered but in light of the facts in this case it does not alter my conclusion.

Main Issue

3. The main issue is the effect of the proposed loft conversion on the character and appearance of the host dwelling and on its relationship with the neighbouring farmhouse.

Reasons

4. The appeal property is a two storey detached dwelling in an open parkland setting south of the A41. The larger Harriotts End Farmhouse and related outbuildings stand close by. Both buildings are served by a track running off Chesham Road. The surrounding area is open countryside in agricultural use and the site is within the Green Belt.

5. Both properties stand on a ridge and are prominent in views from the surrounding area, particularly to the east and south. The appeal property currently has a simple pitched roof with gable ends. As a whole the dwelling is of an attractive and a well-proportioned design.

6. The changes proposed to the currently unadorned front roof slope are three rooflights above the central lowest part of the eaves; and two dormers at a higher level either side of the roof. These changes would be proportionate in scale to the host dwelling and in the case of the dormers they would be of a complementary design and aligned with the existing windows. As such, I find no material harm would result from these limited changes, despite the simple uninterrupted roof which is prominent from its surrounds.

7. I note that the appeal property is a recently constructed replacement dwelling for a detached 1950s farm workers cottage. While noting the Council's comments about the design considerations in permitting the replacement, it appears that the original relationship between the farmhouse and cottage has altered over time and both are sufficiently well-separated that they are viewed predominantly as independent dwellings in their own right. The farmhouse already includes dormer windows to its front roof slope and, therefore, the changes sought to the appeal property would not be uncharacteristic seen against the neighbouring dwelling. Moreover, the smaller scale of the appeal property and proportionate size of the dormers and rooflights mean that the resultant built form would not compete visually with the farmhouse.

8. I have had regard to a previous proposal for dormers to the front roof made in 2010. I note that this scheme was the subject of an unsuccessful appeal¹. However, in that case unlike here the principal consideration was the effect of the extensions on the Green Belt. Furthermore, proposals to the front roof included a large central gable. While the Inspector concluded that the changes would noticeably increase the perceived bulk of the building, I do not consider the same can be said of the dormers and rooflights in isolation without the other features that formed a substantive part of the earlier proposal. 9. Therefore, for the above reasons, I conclude that the proposed loft conversion would not harmfully effect the character and appearance of the host dwelling or its relationship with the neighbouring farmhouse. Consequently, the proposal is not contrary to Policy CS12 of the Dacorum Borough Local Plan concerning design quality in development. This policy is consistent with the Framework.

Conditions

10. Of the Council's suggested conditions I have imposed the standard time condition and, to ensure the proper implementation of the proposal, one requiring development to be carried out in accordance with the approved plans. I agree also that a condition requiring the external materials used to match those of the existing building is needed in the interests of the appearance of the host dwelling and wider area.

11. For the reasons given above it is concluded that the appeal should succeed.