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DEVELOPMENT MANAGEMENT AGENDA

THURSDAY 20 FEBRUARY 2020 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 Oguchi
Councillor C Wyatt-Lowe (Vice-Chairman)	Councillor Riddick
Councillor Beauchamp	Councillor R Sutton
Councillor Durrant	Councillor Symington
Councillor Hobson	Councillor Uttley
Councillor Maddern	Councillor Woolner
Councillor McDowell	

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

AGENDA

- 1. MINUTES** (Pages 5 - 20)
To confirm the minutes of the previous meeting.
- 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) 4/01730/19/FHA - Raised decking areas, log cabin to rear garden and boundary fencing - 17 Pickford Road Markyate St Albans AL3 8RS (Pages 21 - 30)
- (b) 4/02120/19/ROC - Variation of condition 2 (approved plans) attached to planning permission 4/01142/17/fha (single storey side and rear extensions, replacement of garage, internal alterations and loft conversion) - 2 North Road Berkhamsted HP4 3DU (Pages 31 - 42)
- (c) 4/02321/19/FUL - Loft conversion and first floor extension to existing property and attached three bed dwelling and a two bed detached dwelling with parking and landscaping (amended scheme) - 2 Glenview Road Hemel Hempstead HP1 1TE (Pages 43 - 84)
- (d) 19/03033/FUL - Part demolition of semi-detached cottage, garage and outbuildings and construction of 3 new detached dwellings - The Orchard Alexandra Road Chipperfield Kings Langley Hertfordshire WD4 9DS (Pages 85 - 123)
- (e) 19/02915/RET - Retention of 8ft x 6ft shed - 71 Kings Road Berkhamsted Hertfordshire HP4 3BP (Pages 124 - 129)
- (f) 19/02803/FHA - Two Storey side extension - 5 London Road Markyate St Albans Hertfordshire AL3 8JL (Pages 130 - 138)
- (g) 19/02788/FUL - Demolition of detached garage and construction of two new semi-detached houses in the rear garden of Molly Ash - 8 Alexandra Road Chipperfield Kings Langley Hertfordshire WD4 9DS (Pages 139 - 208)
- (h) 19/02684/FHA - Demolition of conservatory, construction of single storey rear extension and first floor side extension. Landscaping to rear garden including alterations to retaining wall. - 47 Egerton Road Berkhamsted Hertfordshire HP4 1DU (Pages 209 - 217)

6. APPEALS UPDATE (Pages 218 - 221)

Public Document Pack Agenda Item 1

DACORUM BOROUGH COUNCIL

DEVELOPMENT MANAGEMENT

30 JANUARY 2020

Present:

MEMBERS:

Councillors Guest (Chair), Maddern, Riddick, Beauchamp, Durrant, Oguchi, McDowell, Woolner, Hobson, R Sutton and G Sutton

OFFICERS:

F Bogle (Team Leader - Development Management), R Freeman (Lead Planning Officer), C Lecart (Planning Officer), E Palmer (Planning Officer), J Seed (Lead Planning Officer), P Stanley (Development Management Team Leader), N Sultan (Lead Litigation Lawyer) and C Webber (Corporate & Democratic Support Officer)(Minutes)

The meeting began at 7.02 pm

1 MINUTES

The minutes of the meeting held on 17 December were confirmed by the Members present and were then signed by the Chair, Councillor Guest.

Councillor Hobson asked for a slight amendment to be made to the minutes of the meeting held on 28 November.

Charlie Webber confirmed that this amendment would be made.

The minutes of the meeting held on 28 November were confirmed by the Members present and were then signed by Councillor Riddick.

2 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Wyatt-Lowe, Uttley and Symington.

Councillor G Sutton substituted for Councillor Wyatt-Lowe.

The Committee sent good wishes to Councillor Uttley who was unwell.

3 DECLARATIONS OF INTEREST

Councillor Guest asked Members to remember to declare any Disclosable Pecuniary or other Interests at the beginning of the relevant planning application.

4 PUBLIC PARTICIPATION

Councillor Guest reminded Members and the public about the rules regarding public participation as follows:

For each application the officer presents the report to the Committee, then the participants from the public are called to speak. Following this, questions are taken from the Committee along with statements and comments for debate.

Items were heard in the following order: 5a, 5b, 5c, 5f, 5e, and 5d, prioritising those items with public speakers and public interest on first.

5a 19/02735/MFA - CONSTRUCTION OF 10 NEW DWELLINGS WITH ASSOCIATED ACCESS ROAD, PARKING AND LANDSCAPING - LAND EAST OF HARDWICK BARNES LANE KINGS LANGLEY HERTFORDSHIRE

The Case Officer, Colin Lecart, introduced the report to Members and said that the application had been referred to the Committee as it was a Council Scheme on Council owned land and due to objections from Kings Langley Parish Council.

Neighbours spoke in objection to the application.

Christopher Weir spoke in support of the application.

It was proposed by Councillor G Sutton and seconded by Councillor McDowell to **DELEGATE** the application **WITH A VIEW TO APPROVAL** in line with the officer's recommendation.

Vote:

For: 7 Against: 2 Abstained: 2

Resolved: That planning permission be **DELEGATED WITH A VIEW TO APPROVAL** subject to the signing of a Section 106 Agreement to secure 100% affordable housing on site and subject to the following conditions:

Conditions

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

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

18058WD2.06 Rev B
18058WD2.08 Rev C
18058WD2.10 Rev B
18058WD2.12 Rev B
18058WD2.14 Rev B
18058WD2.05 Rev B
18058WD2.07 Rev C
18058WD2.09 Rev B
18058WD2.11 Rev B
18058WD2.13 Rev B
18058wd2.01 Rev O
18058wd2.02 Rev D

INSERT NEW SITE PLAN/STREET SCENE NUMBERS

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

3. No development (excluding demolition/ground investigations) shall take place until details 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.

Reason: To ensure satisfactory appearance to the development and to safeguard the visual character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

4. No development above slab level shall take place until details of all materials to be used for hard surfaced areas within the site including full details of the finalised materials have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

5. The landscaping works shown on drawing LSDP 1403-01 Rev E must be carried out within one planting season of completing the development.

Any tree or shrub which forms part of the approved landscaping scheme which within a period of 5 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.

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as required by saved Policy 99 of the Dacorum Borough Local Plan (2004) and Policy CS12 (e) of the Dacorum Borough Council Core Strategy (2013).

6. Tree protection measures shall be carried out in accordance with the submitted Arboricultural Method Statement (BHA Trees Ltd ref 3865B & 3833C V2) and Tree Protection Plan (BHA Trees Ltd - 19/02/20),

Reason: In order to ensure that damage does not occur to trees and hedges during building operations in accordance with saved Policy 99 of the Dacorum Borough Local Plan (2004), Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 170 of the National Planning Policy Framework (2019).

7. No development (except demolition and site clearance) shall take place until details of the proposed slab, finished floor and ridge levels of the building(s) in relation to the existing and proposed levels of the site and the surrounding land shall have been submitted to and approved in writing by the local planning authority. The building(s) shall be constructed in accordance with the approved levels.

Reason: For the avoidance of doubt, to ensure a satisfactory form of development and in the interests of the residential amenity of the surrounding dwellings, in accordance with saved Appendix 3 of the Dacorum Local Plan (2004), Policies CS11, CS12 and of the Dacorum Core Strategy (2013).

8. Details of the proposed electric vehicle charging infrastructure and associated maintenance arrangement for the development shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented prior to first occupation in accordance with the agreed details.

Reason: To enable future occupiers to charge low emission vehicles in a safe and accessible way in accordance with Policy CS8 of the Dacorum Borough Core Strategy (2013) and Paragraph 110 (e) of the National Planning Policy Framework (2019).

9. Prior to the first occupation of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan drawing number 18058wd2.01 Rev L. Arrangement 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: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policies CS8, CS12 and CS31 of the Core Strategy (2013)

10. Prior to the first occupation of the development hereby permitted the proposed access and onsite car and cycle parking 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 construction of a satisfactory development and in the interests of highway safety in accordance with Policies CS8 and CS12 of the Core Strategy (2013).

11. Road Safety: No development shall commence until full details have been submitted to and approved in writing by the Local Planning Authority to illustrate the following: i) Any alterations required to the existing raised table

and/or possible relocation would be subject to the submission and approval of a Stage 1 Road Safety Audit.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policies CS8 and CS12 of the Core Strategy (2013).

12. (a) No development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:
- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
 - (ii) The results from the application of an appropriate risk assessment methodology
- (b) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority.
- (c) This site shall not be occupied, or brought into use, until:
- (i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.
 - (ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 178 and 180 of the National Planning Policy Framework (2019).

13. Any contamination, other than that reported by virtue of Condition 12 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 178 and 180 of the National Planning Policy Framework (2019).

14. Lighting for the development shall be inserted in accordance with the submitted lighting plan (Thoriux Lighting - 16/01/20).

Reason: To ensure that the lighting is designed to minimise problems of glare, protect residential amenity, to minimise impacts on biodiversity and avoid unnecessary light pollution in accordance with Policies CS12 and CS26 of the Dacorum Borough Core Strategy (2013) and Paragraph 172 of the National Planning Policy Framework (2019).

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or re-enacting that Order with or without modification) no development falling within the following classes of the Order shall be carried out without the prior written approval of the Local Planning Authority:

Schedule 2, Part 1, Class B

Reason: To enable the Local Planning Authority to retain control over the development in the interests of safeguarding the residential and visual amenity of the locality in accordance with Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 of the National Planning Policy Framework (2019).

Informatives:

1. Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.
2. You should be aware that the proposed development site is located within an Environment Agency defined groundwater Source Protection Zone (GPZ) corresponding to Hunton Bridge Pumping Station. This is a public water supply, comprising a number of Chalk abstraction boreholes, operated by Affinity Water Ltd.

The construction works and operation of the proposed development site should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the site then the appropriate monitoring and remediation methods will need to be undertaken.

For further information we refer you to CIRIA Publication C532 "Control of water pollution from construction - guidance for consultants and contractors"

3. 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>

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't 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>.

We would expect the developer to demonstrate what measures will be undertaken 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 020 3577 9483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

4. Construction Hours of Working - (Plant & Machinery) Informative

In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1730hrs on Monday to Friday, 08:00 - 13:00 Saturday and no works are permitted at any time on Sundays or bank holidays.

Construction Dust Informative

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

Noise on Construction/Demolition Sites Informative

The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.

5. The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on

"Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land.

5b 4/00134/19/FUL - CONVERSION OF BUILDING TO SIX FLATS, DEMOLITION OF BUILDINGS TO REAR AND CONSTRUCTION OF THREE DWELLINGS - 13 SHRUBLANDS ROAD BERKHAMSTED HP4 3HY

Councillor Woolner declared her interest in this item. She, therefore, did not vote on this item.

Councillor Oguchi declared that she had visited the site and heard concerns but that she had an open mind and was not pre-determined.

Councillor Guest said that she had been contacted by one of the registered speakers, David Di Cello, and she had told him how to register to speak.

The Case Officer, Jason Seed, introduced the report to Members and said that the application had been referred to the Committee due to the contrary views of Berkhamsted Town Council.

Charlotte Di Cello and David Jarrett spoke in objection to the application.

Town Councillor Garrick Stevens spoke in objection to the application.

Berkhamsted West Borough Councillor Nicky Woolner spoke in objection to the application.

Donald Shearer spoke in support of the application.

Councillor Guest asked for a proposer for the officer recommendation to **GRANT** planning permission.

There was no proposer for the officer recommendation.

Councillor Guest noted that the recommendation fell. She asked for a motion to **REFUSE** planning permission.

It was proposed by Councillor Maddern and seconded by Councillor Hobson to **REFUSE** the application on the grounds that the proposed development does not provide any amenity space, provides insufficient cycle storage and vehicle parking and results in an overdevelopment of the site. The proposed development is also of a scale and density which is not respectful of neighbouring properties, is overbearing on the street scene and is out of character with the surrounding area. The proposal is therefore contrary to Policies CS10, CS12, CS17, CS25 and CS27 of the Dacorum Borough Core Strategy (2013), Saved Appendix 3 and 5 of the Dacorum Borough Local Plan (2004) and the National Planning Policy Framework.

Vote:

For: 9

Against: 0

Abstained: 1

Resolved: That planning permission be **REFUSED**.

The meeting adjourned at 8:53pm.

The meeting reconvened at 9pm.

5c 19/02712/FUL - SIX 3-BEDROOM TERRACED DWELLINGS WITH ASSOCIATED CAR PARKING PROVISION OF 15 SPACES AND LANDSCAPING. SEPARATE PARKING PROVISION OF 9 SPACES FOR RESTAURANT AND GENERAL PUBLIC USE. - THE SPICE VILLAGE THE STREET CHIPPERFIELD KINGS LANGLEY HERTFORDSHIRE WD4 9BH

The Case Officer, Robert Freeman, introduced the report to Members and said that the application had been referred to the Committee as it had been called in by Councillor Riddick. Councillor Riddick was concerned that the proposals may constitute the over development of the site.

Chipperfield Parish Councillor Bryant spoke in objection to the application.

Simon Rowberry spoke in support of the application.

It was proposed by Councillor Maddern and seconded by Councillor Beauchamp to **GRANT** the application in line with the officer's recommendation.

Vote:

For: 6 Against: 2 Abstained: 3

Resolved: That planning permission be **GRANTED** subject to the following conditions:

Conditions:

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

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

Drawing Nos 201-211

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

3. No development (excluding demolition/ground investigations) shall take place until details 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. Please do not send materials to the Council offices. Materials should be kept on site and arrangements made with the Planning Officer for inspection.

Reason: To ensure satisfactory appearance to the development and to safeguard the visual character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

4. All new external rainwater and soil pipes shall be formed in metal and painted black.

Reason: To ensure that the character or appearance of the designated heritage asset is preserved or enhanced as required per Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Policy CS27 of the Dacorum Borough Core Strategy (2013) and Section 16 of the National Planning Policy Framework (2019).

5. No construction of the superstructure shall take place until full details of both hard and soft landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- all external hard surfaces within the site;
- other surfacing materials;
- means of enclosure;
- elevational and sectional details of any retaining structures;
- soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs;
- trees to be retained and measures for their protection;
- full elevations for bin storage areas, bicycle stores and any other minor artefacts and structures (e.g. furniture, play equipment, signs, refuse or other storage units, etc.);
- existing and proposed levels and contours and
- existing and proposed over ground and under ground services

In the case of tree protection measures these should be erected prior to the commencement of works and thereafter retained for the duration of construction activities.

The planting must be carried out within one planting season of completing the development.

Any tree or shrub which forms part of the approved landscaping scheme which within a period of 5 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.

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as required by Policies CS11, CS12 and CS27 of the Core Strategy and Saved Policy 99 of the Dacorum Borough Local Plan (2004)

6. The development hereby permitted shall not be occupied until the arrangements for vehicle parking, circulation, loading and unloading shown on Drawing No.201 shall have been provided and shall not be used thereafter otherwise than for the purposes approved.

Reason: In the interests of highways safety and in accordance with Policies CS8 and CS12 of the Core Strategy and Saved Policies 51 and 58 and Appendix 5 of the Local Plan.

7. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details. Please do not send materials to the council offices. Materials should be kept on site and arrangements made with the planning officer for inspection.

Reason: In the interests of the visual amenities of the Conservation Area.

5f 19/02908/FHA - GARDEN OFFICE AND STORE ROOM - 9 QUEENS ROAD BERKHAMSTED HERTFORDSHIRE HP4 3HU

Councillor Woolner declared her interest and said that she had sat on the Town Planning Committee in consideration of this item. She, therefore, did not vote on this item.

The Case Officer, Colin Lecart, introduced the report to Members and said that the application had been referred to the Committee due to objection received from Berkhamsted Town Council.

Town Councillor Garrick Stevens spoke in objection to the application.

It was proposed by Councillor Hobson and seconded by Councillor Beauchamp to **GRANT** the application in line with the officer's recommendation.

Vote:

For: 7 Against: 1 Abstained: 2

Resolved: That planning permission be **GRANTED** subject to the following conditions:

Conditions:

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

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

12

13
17A
20
Application form (section 5 - materials)

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

3. The windows on the first floor of the building hereby permitted (as shown on the approved plans) shall be obscure glazed and non opening. No new window openings shall be inserted onto the building without consent from the Local Planning Authority.

Reason: To protect the residential amenity of the adjacent properties in accordance with Policy CS12 of the Core Strategy (2013) and Saved Appendix 3 of the Local Plan (2004).

4. The first floor of the building hereby permitted shall not be used for purposes other than ancillary storage space for number 9 Queens Road.

Reason: To protect the residential amenity of the neighbouring properties in accordance with Policy CS12 of the Core Strategy (2013) and Saved Appendix 3 of the Local Plan (2004)

Informatives:

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

5e 19/02790/FUL - OPEN FRONTED POLE BARN AND STABLE BUILDING - 2 WOODEND COTTAGES LITTLE WOODEND MARKYATE ST ALBANS HERTFORDSHIRE AL3 8AX

The Case Officer, Colin Lecart, introduced the report to Members and said that the application had been referred to the Committee due to objection from the Parish Council.

It was proposed by Councillor G Sutton and seconded by Councillor Maddern to **GRANT** the application in line with the officer's recommendation.

Vote:

For: 8 Against: 0 Abstained: 3

Resolved: That planning permission be **GRANTED** subject to the following conditions:

Conditions

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

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

A 19 19 - O
Stable Sketch (Stables Direct 28/08/2019)

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

Informatives:

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

5d 4/00670/19/FUL - CONSTRUCTION OF STABLES. REFURBISHMENT OF EXISTING BUILDING FOR USE AS STORE. UPGRADING OF LAND FOR USE AS PADDOCK. - LAND ADJOINING RESERVOIR UPPER BOURNE END LANE BOURNE END HEMEL HEMPSTEAD HP1 2RR

Councillor Riddick declared that the application site was in his ward but that he had an open mind.

The Case Officer, Elspeth Palmer, introduced the report to Members and said that the application had been referred to the Committee as it had been called in by Councillor Riddick.

It was proposed by Councillor Maddern and seconded by Councillor Durrant to **GRANT** the application in line with the officer's recommendation.

Vote:

For: 10 Against: 0 Abstained: 1

Resolved: That planning permission be **GRANTED** subject to the following conditions:

Conditions:

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. No development, or works associated to the development that are likely to disturb the ground, approved by this permission shall be commenced until a

Remediation Method Statement report, including a remedial options appraisal, has been submitted to and approved by the Local Planning Authority.

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.

3. This site shall not be occupied, or brought into use, until:

(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition 1 above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

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.

4. Any contamination, other than that reported by the ST Consult Contamination Investigation Report (September 2019 - ref: JT0264) encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

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.

INFORMATIVES

The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

(I) The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land.

(II) for the attention of the developer's environmental consultant in relation to the preparation of the Remediation Method Statement:

- To date there has been no consideration of a maximum permissible or advisable concentration for the presence of asbestos in relation to the proposed end use. This is something that will need to be directly addressed within the Remediation Method Statement.

- The Remediation Method Statement must demonstrate due regard to the health and safety of site workers and the prevention of the migration of contamination within the site and off-site during its implementation.

- The Remediation Method Statement must specify how it will comply with waste management duty of care and if necessary waste management license requirements. Additionally if the CL:AIRE Code of Practice is to be utilised the Remediation Method Statement must be explicit about its applicability in the circumstances specific to this site. It is recognised that these issues are mentioned in the submitted Contamination Investigation Report, but they are not applied directly to the outline remediation that has been provisionally proposed.

5. No construction of the superstructure shall take place until full details of both hard and soft landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- o all external hard surfaces within the site;
- o other surfacing materials;
- o means of enclosure;
- o soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs;

The planting must be carried out within one planting season of completing the development.

Any tree or shrub which forms part of the approved landscaping scheme which within a period of 3 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.

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as required by saved Policy 99 of the Dacorum Borough Local Plan (2004) and Policy CS12 (e) of the Dacorum Borough Council Core Strategy (2013).

6. The development hereby permitted shall be constructed in accordance with the materials specified on the approved plans.

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character of the area in accordance with Policies CS5, CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

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

Elevations and Floor Plans 1759/4/5909 Rev A
layout plan - proposed site plan 1759/2/5874 Rev B

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

Article 35 Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

6 APPEALS

That the following appeals were noted:

- A. LODGED**
- B. WITHDRAWN**
- C. DISMISSED**
- D. ALLOWED**

7 QUARTERLY ENFORCEMENT REPORT

Philip Stanley went through the Quarterly Enforcement Report and noted a number of items.

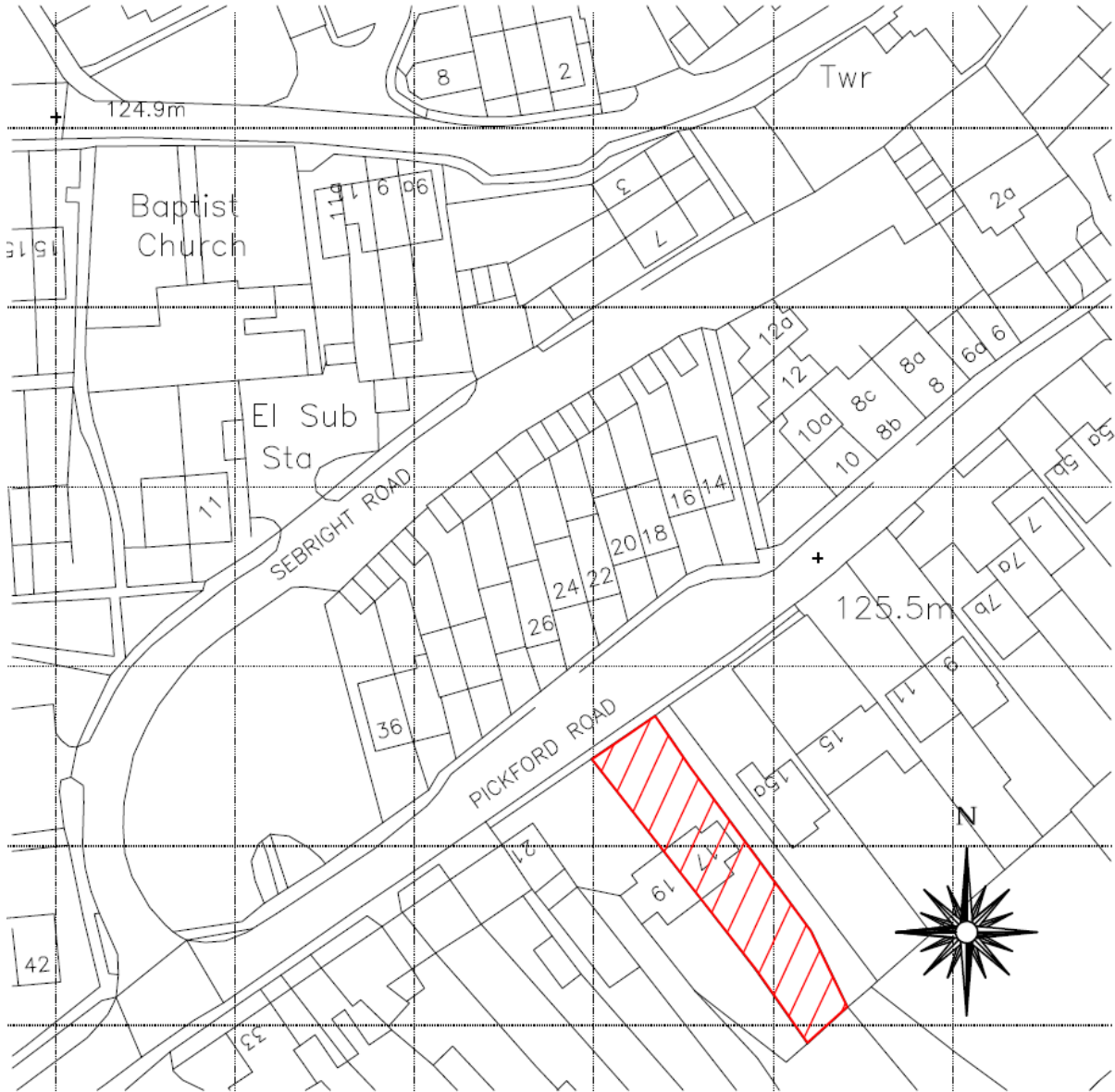
Councillor Riddick made some comments and Philip Stanley answered his questions.

The Meeting ended at 10.28 pm

Item 5a 4/01730/19/FHA

Raised decking areas, log cabin to rear garden and boundary fencing

17 Pickford Road, Markyate, St Albans, AL3 8RS

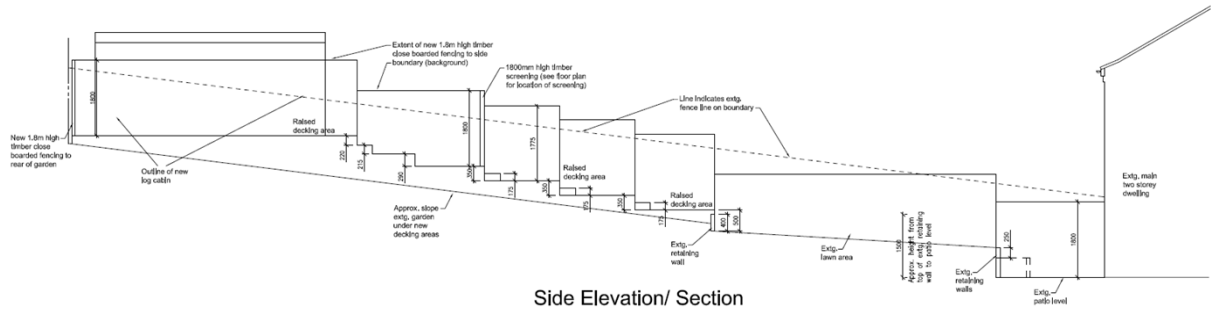


Item 5a

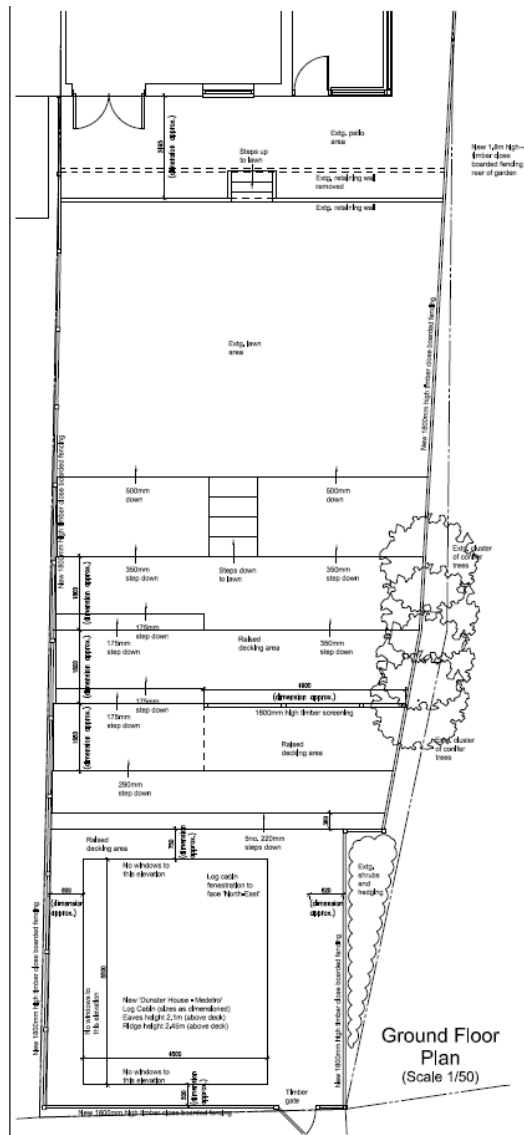
4/01730/19/FHA

Raised decking areas, log cabin to rear garden and boundary fencing

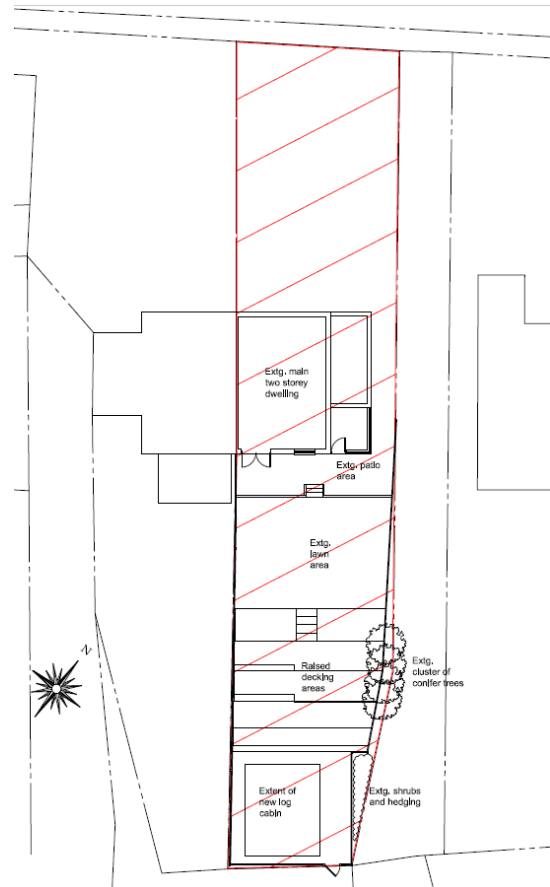
17 Pickford Road, Markyate, St Albans, AL3 8RS



Side Elevation/ Section



Ground Floor Plan (Scale 1/50)



ITEM NUMBER: 5a

4/01730/19/FHA	Raised decking areas, log cabin to rear garden and boundary fencing	
Site Address:	17 Pickford Road Markyate St Albans AL3 8RS	
Agent:	Mr J Bygate	
Case Officer:	Briony Curtain	
Parish/Ward:	Markyate Parish Council	Watling
Referral to Committee:	Contrary to views of Parish Council	

1. RECOMMENDATION

1.1 That planning permission be **GRANTED** subject to the suggested conditions.

2. SUMMARY

2.1 The application site is located in a residential area of the large village of Markyate wherein appropriate residential development is encouraged in accordance with Policy CS4 of the Core Strategy 2013. Given the topography of the area there is already a very high level of mutual overlooking between properties. Whilst the raised decking levels the land, and would thereby intensify the use of some areas of the garden, there would not be a significant increase in overlooking, nor would the structures appear unduly intrusive or oppressive to surrounding properties.

2.2 When compared to existing conditions, the context within which the proposed structures would be viewed and compared to what could be constructed without the need for planning permission it is concluded that a refusal could not be sustained.

3. SITE DESCRIPTION

3.1 The application site is located to the southern side of Pickford Road in Markyate and comprises a semi-detached dwelling house with associated parking and amenity. The area slopes up to the south such that the dwelling occupies an elevated position above the road and the rear garden raises significantly to the rear.

4. PROPOSAL

4.1 Planning Permission (part retrospective) is sought for raised decking and a detached outbuilding to the rear of the site.

5. PLANNING HISTORY

No recent records

6. CONSTRAINTS

Large Village
Open Land
15.2m Air Direction limit
CIL3
Former Land use
Source Protection zone
SSSI Impact Risk Zone

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (February 2019)
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

NP1 - Supporting Development
CS1 - Distribution of Development
CS4 - The Towns and Large Villages
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS29 - Sustainable Design and Construction

Supplementary Planning Guidance/Documents:

Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;
The quality of design and impact on visual amenity;
The impact on residential amenity;

Principle of Development

9.2 The site is situated within the large village of Markyate wherein appropriate residential development is encouraged in accordance with Policy CS4 of the Core Strategy 2013. The

proposal is thus acceptable in principle subject to a detailed assessment of its impact (Policy CS12).

9.3 As well as being acceptable in principle, it is important to note that some elements of the proposal would not require formal planning permission. The application site slopes upwards and across such that some areas of the decking are elevated and thus require formal permission. Other areas align with the original land level so would not themselves require consent. An outbuilding of identical size, if on the original ground level would not require planning permission as it would fall within the limits set out in Class E. The fact it has been sited on the raised decking means it now requires consent.

Quality of Design / Impact on Visual Amenity

9.3 Given the right of way that abuts the site and leads to the public park behind, the decking and outbuilding proposed would be visible from public vantage points. However, given the existing and proposed boundary treatment and the context in which they are set they would not significantly harm the overall character or appearance of the site or the wider area.

9.4 Whilst considerably smaller, many of the surrounding properties have outbuildings to the rear of their sites, which given the slope of the land are visible from the rights of way between the dwellings. The immediate neighbour also has a timber shed half way down the site, which whilst smaller, given its proximity to the right of way is readily visible. Similarly all of the surrounding properties are enclosed by timber close boarded fencing. The decking would be partially screened by the close boarded fencing and existing landscaping and the areas that are visible would not be so imposing as to appear dominant or intrusive to the wider area. The proposals are considered to comply with Policies CS11 and CS12 in this regard and it is concluded a refusal could not be sustained.

Impact on Residential Amenity

9.5 The proposal will have an impact on the adjacent properties but not to such a degree as to warrant a refusal.

9.6 It is important to note that prior to any works commencing the original site comprised a largely flattened area to the very rear (see photos), upon which an outbuilding of very similar size to that currently proposed could have been constructed (with very minimal levelling works) without the need for formal planning permission. This is also the case for the surrounding properties many of which comprise small outbuildings and sheds in their elevated rear garden areas. It is considered that the elevated outbuilding now proposed would have the same overall visual appearance and impact on privacy as one that could have been constructed under PD rights. This is a material consideration that should be afforded weight.

9.6. Notwithstanding the above, the scheme has been amended during the course of the application in an attempt to overcome the concerns raised by neighbours. Certain areas of the decking that have already been constructed are to be lowered, the deck areas (terraces) have been made smaller and a privacy screen has been introduced.

Visual Intrusion

9.6 Given the slope of the rear gardens and their elevated position above the dwellings, the decking and outbuilding will be visible from both immediate neighbours; No. 19 and No. 15a. However they would not be significantly visually intrusive or unduly oppressive to the point that it would harm the enjoyment of their properties, especially when compared to similar albeit smaller structures in the immediate vicinity.

9.7 The difference in ground levels and the extent of the boundary treatment and planting between the sites (existing and proposed), means that from the garden areas and ground floor windows the structures proposed (as amended) would not be readily visible. Any views available would be limited and not therefore harmful.

9.8 In views from the first floor rear facing windows the decking and outbuilding would be apparent. However the relative orientation and distance to No. 15a, the other side of the public right of way and the extent of boundary treatment is such that there would again be limited harm. No 19 is attached to the application property and as such the decking and outbuilding would be visible from the rear facing windows. There is however only one habitable window affected (the second first floor rear facing windows serves a bathroom which is not habitable). The proposals would be visible from the bedroom window, however despite the fact they are habitable rooms they are principally used for sleeping and, as such, the appearance of a taller outbuilding (above what could be constructed under PD) and decked area would not be unduly overbearing or otherwise harmful to their overall residential outlook.

Privacy

9.9 Turning to privacy, the existing and original level difference between the dwellings and their rear gardens results in a very high level of mutual overlooking. The very rear section of the gardens are at approximately the same height as the first floor windows. Despite its elevated position, the outbuilding as amended; with no windows facing the dwellings would have a lesser degree of overlooking than the original garden area, which would represent an improvement. Turning to the decked areas, again whilst elevated the decks provide no greater overall views than those possible from the original garden areas. It is acknowledged that the fact they have been levelled is likely to result in the intensity of their use increasing but given their size has now been restricted and a privacy screen introduced to one area there would be no significant increase in overlooking levels and thus no significant loss of privacy.

9.10 It is proposed to raise the boundary fencing in some areas and this would ensure overlooking levels are kept similar to existing levels. The posts erected at the site are not indicative of the height of the fencing, as they are to be cut off. The plans have been amended to show the height of the proposed fencing in relation to the existing (existing shown dotted) and the heights proposed are not excessive so would not appear intrusive but would maintain privacy. The description has been amended during the course of the application to add reference to the fencing.

9.11 Taken as a whole, it is concluded that there would be no significant harmful effects on the living conditions of the occupiers of any adjacent or surrounding properties and therefore no conflict with Policy Cs12 of the Core Strategy 2013.

Other Material Planning Considerations

9.6 The proposal did involve the cutting back of some trees surrounding the site, but the site is not the subject of TPOs and as such consent would not have been required for the works. Some trees have been retained and these do help screen the development from view.

Response to Neighbour Comments

9.8 These points have been addressed above other than the suggestion that the outbuilding will be used for business purposes. There is no evidence as part of the current submission to suggest this is the case. As such little weight can be attached to this concern. If in the future the building were used for business purposes not incidental to the dwelling house then planning permission would be required (and enforcement action taken if necessary).

Community Infrastructure Levy (CIL)

9.9 The development is not CIL liable.

10. RECOMMENDATION

10.1 That planning permission be **GRANTED** subject to the suggested conditions:-

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans/documents and the fencing / screens hereby approved thereafter maintained as such:

1087-PL-010 REV E
Photo/visual of outbuilding front facade

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

3. The Outbuilding hereby approved shall only contain openings (windows and doors) to the eastern elevation.

Reason; to safeguard the residential amenities of adjoining and adjacent residents in accordance with Policy CS12 of the Core Strategy 2013.

Informatives:

1. Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support

8	2	0	5	0
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Neighbour Responses

Address	Comments
<p>15A Pickford Road Markyate St Albans AL3 8RS</p>	<p>The log cabin is a large tall structure and as the back garden rises considerably I feel the building will be overpowering. The whole structure is being raised to the highest point in the back garden as it will be built on stilts. The rear is on the boundary of a recreation ground and is not in keeping with the surrounding green area. I am against this development due to its impact on the local environment. With regard to the installation of fencing around the property, at 1800mm high, this appears to be much higher than the fencing around neighbouring properties. On the eastern side of the property the fencing is being built on top of a high bank. The adjacent path is considerably lower than the bottom of the fence.</p> <p>Please note my objections when dealing with this application. Thank you.</p>
<p>19 Pickford Road Markyate St Albans AL3 8RS</p>	<p>We are the owners of ** Pickford Road, the***** house to which the above planning application relates.</p> <p>We write to object to the above planning application due to the loss of privacy we have suffered in both our house and garden by the construction of the raised decking and cabin. We have also suffered a loss of light due to the height of a new boundary fence, some of which has been constructed. The proposal in the application has been made retrospectively, allowing us to describe exactly the overbearing impact the development has had.</p> <p>The construction of the decking has been elevated approximately 750mm above ground level on a sloping side which now allows our neighbour to look directly into our garden and also look directly into our house. The decking is raised to such an extent that we are able to view persons standing on the decking from the waist up, while we are sitting in our kitchen. Clearly, therefore, those standing on the decking are able to look directly into our garden and more worryingly, directly into our house.</p> <p>Compounding the issue is that the construction of the top decking is level with the first-floor windows, allowing a direct view into the bedroom and bathroom. A direct view into our kitchen is also possible because of the height of the decking.</p> <p>A new boundary fence has also been constructed between the properties, which measures approximately three metres above ground level in places.</p> <p>The height of the new fence will mean a severe loss of light into both our garden and house if completed. We understand the increased height of the boundary fence has not been included within the above planning application.</p> <p>We have consulted the National Planning Policy Framework and the Local Plan and it is clear that the requirement for good design - together</p>

	<p>with consideration - runs through both these documents. Section 12 of the NPPF is quite clear on this matter, regardless of the size of the development. Therefore, we consider this decking to be contrary to good design required by the planning authority.</p> <p>Because of ***** profession, we have a rudimentary knowledge of planning requirements and have spoken to our neighbour, Mr Devoti when the works initially started, both to advise him of the correct course of action and to try to solve the matter amicably.</p> <p>We have again spoken to Mr Devoti more recently once the extent of the loss of privacy became clear which we believe has resulted in the planning submission for the works. Essentially, prior to our intervention a planning application had not been sought.</p> <p>We are aware that in the construction of extensions on dwellings the loss of light can be a limiting factor to any development, whereby a 45-degree rule can be employed to prevent the loss of light into a habitable room. Equally, consideration of privacy can be enforced, often by ensuring obscure glazing is fitted in any construction where it is considered a neighbouring property could be overlooked. Although the use of obscure glazing and the 45-degree rule may not be applicable in this case, it does demonstrate that light and privacy are appropriate considerations in planning applications.</p> <p>Finally, Mr Devoti has said that the log cabin was for business use. We draw your attention to this simply because no change of use has been applied for and we are concerned about the number of vehicles that may be parked on the driveway and surrounding roads.</p>
<p>Markyate Village Hall Cavendish Road Markyate St Albans AL3 8PS</p>	<p>Application is totally out of keeping with the residential area. The fencing and the decking are too high and possibly contravenes the local bylaws. The height of the whole structure should be reduced in order to prevent intrusive sightlines into the neighbours upstairs bedrooms.</p>
<p>2 Cavendish Road Markyate St Albans Hertfordshire AL3 8PS</p>	<p>Problem over sight lines, this will overlook the neighbours gardens and their homes. Wrongful use of decking. This is totally inappropriate in this area. The development is on the top of a steeply sloping garden and overlooks the neighbouring properties, overlooking their gardens.</p>
<p>19 Pickford Road Markyate St Albans Hertfordshire AL3 8RS</p>	<p>Having reviewed the amended plans dated 17 December, the applicant has not addressed any of our stated concerns concerning the original or superseding plans. The amendments are small and insignificant; only the position of the steps has changed. The overall height of the top deck has not changed and the overall height of the boundary fence is still over 3 meters high in places. Concerns for our privacy remain as they can see into our upstairs rooms (bedroom and bathroom) and down into our kitchen from their decking today. This would not change under the amended plans. Therefore we maintain our objection to the planning application.</p> <p>Having reviewed the amended plans dated 17 December, the applicant has not addressed any of our stated concerns concerning the original or superseding plans. The amendments are small and insignificant;</p>

	<p>only the position of the steps has changed. The overall height of the top deck has not changed and the overall height of the boundary fence is still over 3 meters high in places. Concerns for our privacy remain as they can see into our upstairs rooms (bedroom and bathroom) and down into our kitchen from their decking today. This would not change under the amended plans. Therefore we maintain our objection to the planning application.</p> <p>Having reviewed the amended plans dated 30th January 2020, the applicant has still not addressed any of our previously stated concerns. The amendments are small and insignificant and do not address the issues that we have objected to in the past. The overall height of the top deck has not changed and the overall height of the boundary fence is upto 3 meters high in places. Concerns for our privacy remain as they can see into our upstairs rooms (bedroom and bathroom) and down into our kitchen from their decking. This would not change under the amended plans. Therefore we maintain our objection to the planning application.</p>
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Item 5b 4/02120/19/ROC

Variation of condition 2 (approved plans) attached to planning permission 4/01142/17/FHA (single storey side and rear extensions, replacement of garage, internal alterations and loft conversion)

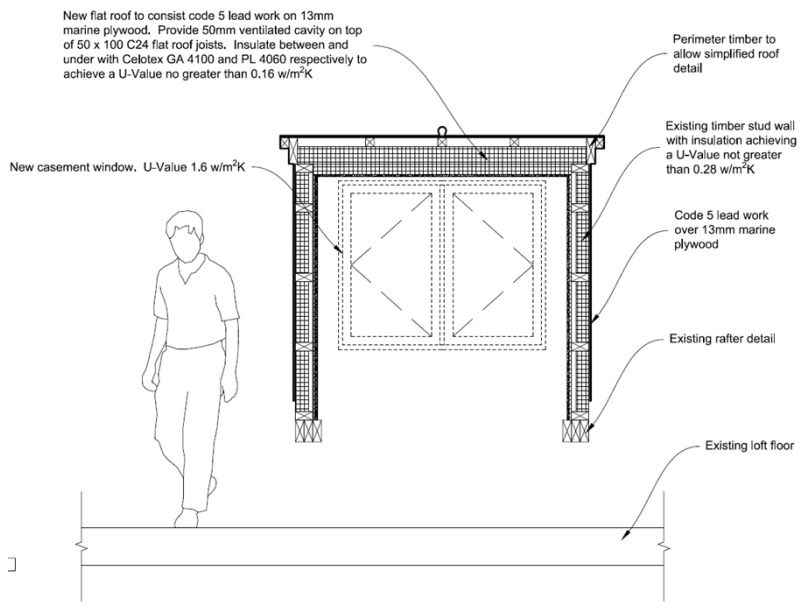
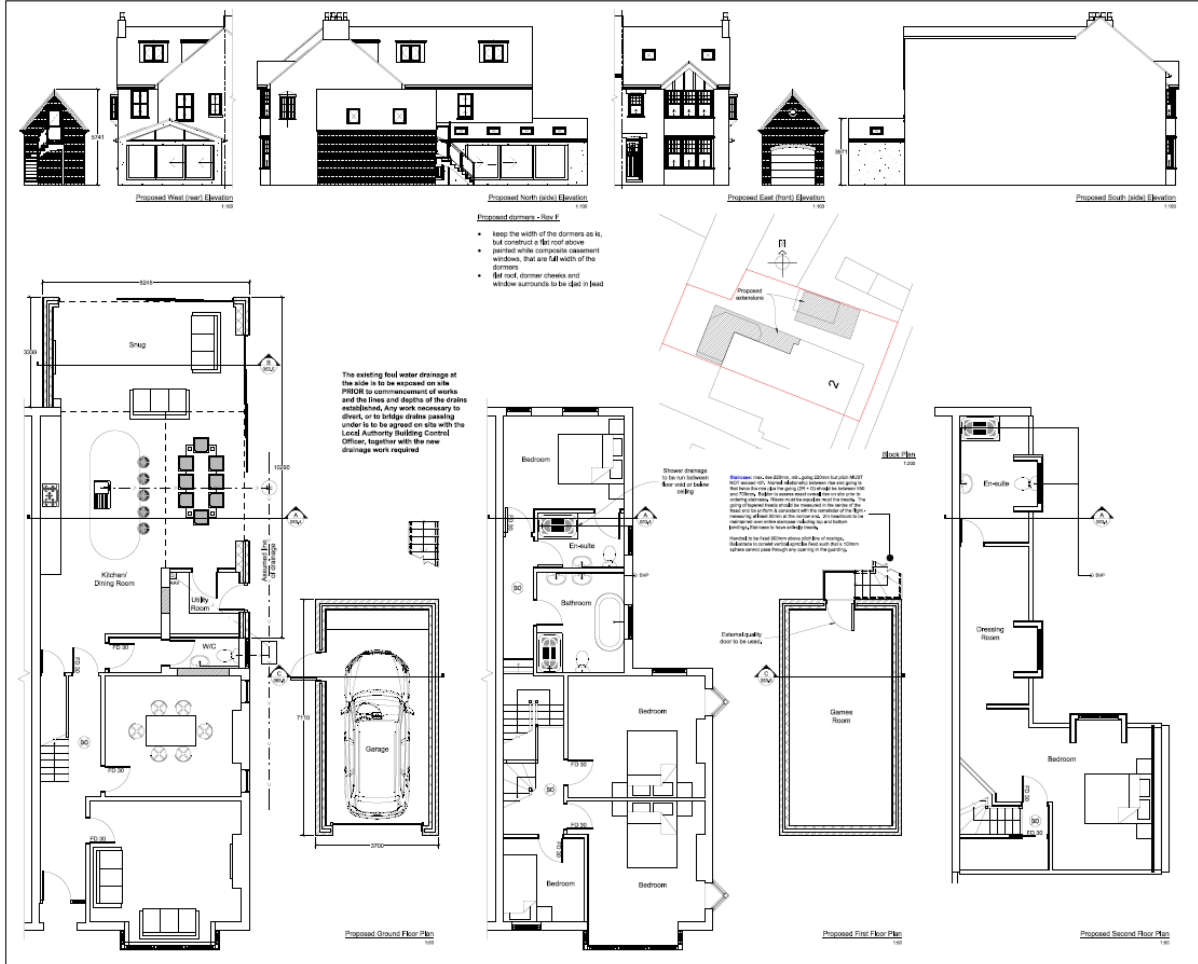
2 North Road, Berkhamsted, HP4 3DU



Item 5b 4/02120/19/ROC

Variation of condition 2 (approved plans) attached to planning permission 4/01142/17/FHA (single storey side and rear extensions, replacement of garage, internal alterations and loft conversion)

2 North Road, Berkhamsted, HP4 3DU



ITEM NUMBER 5b:

4/02120/19/ROC	Variation of condition 2 (approved plans) attached to planning permission 4/01142/17/fha (single storey side and rear extensions, replacement of garage, internal alterations and loft conversion)	
Site Address:	2 North Road Berkhamsted HP4 3DU	
Applicant:	Mr Russell	
Case Officer:	Sally Robbins	
Parish/Ward:	Berkhamsted Town Council	Berkhamsted East
Referral to Committee:	Contrary view of Town Council	

1. RECOMMENDATION

1.1 That planning permission be **GRANTED** subject to the suggested conditions.

2. SUMMARY

2.1 The proposed development is acceptable in principle, noting the site's location within a designated residential area within Berkhamsted. The proposed amendments to the approved scheme will not have a significant detrimental impact upon the character and appearance of the existing dwelling or the surrounding area. The sympathetic design, form and scale of the proposed development will conserve the character of Berkhamsted Conservation Area and will not have an adverse impact on the residential amenity of surrounding neighbouring properties.

2.2 The proposed amendments to the approved scheme will continue to accord Policies CS4, CS11, CS12 and CS27 of the Dacorum Core Strategy (2013), Saved Policy 120 and Appendices 3, 5 and 7 of the Dacorum Borough Local Plan (2004) and the NPPF (2019).

3. SITE DESCRIPTION

3.1 The application site is located to the west side of North Road, Berkhamsted. The site comprises of a two-storey early 20th century semi-detached dwellinghouse, which falls within Berkhamsted Conservation Area.

3.2 The surrounding area is predominately characterised by late 19th century and early 20th century semi-detached and terraced properties of relatively uniform architectural style, size, height and build line.

4. PROPOSAL

4.1 The application seeks to vary Condition 2 (Approved Plans) of planning permission ref. 4/01142/17/FHA (Single storey side and rear extensions, replacement of garage, internal alterations and loft conversion).

4.2 The amendments consist of the following:

- Scale and form of dormer windows changed (0.15m wider and flat roof instead of gable-end)
- Single storey rear extension reduced in height by 0.2m
- Railings to rear of outbuilding changed to glass balustrade

5. PLANNING HISTORY

Planning Applications (If Any):

4/02137/18/ROC - Variation of condition 2 (approved plans) attached to planning permission
4/01142/17/fha (demolition of existing single storey side extension and construction of new single
storey side extension.)

REF - 18th December 2018

4/01142/17/FHA - Single storey side and rear extensions, replacement of garage, internal
alterations and loft conversion

GRA - 3rd July 2017

4/01961/97/FHA - Conservatory

GRA - 6th February 1998

Appeals (If Any):

4/02137/18/ROC – Development Appeal

- 29th July 2019

6. CONSTRAINTS

A152 - 15.2m Air Dir Limit

CIL1 - Community Infrastructure Levy - Zone 1

CONS - Conservation Area

HDBZ - Halton Dotted Black

SIRZ - SSSI Impact Risk Zones

SPZ - Source Protection Zone

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (February 2019)

Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)

Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

NP1 - Supporting Development

CS1 - Distribution of Development

CS4 - The Towns and Large Villages

CS10 - Quality of Settlement Design

CS11 - Quality of Neighbourhood Design

CS12 - Quality of Site Design

CS27 - Quality of the Historic Environment

CS29 - Sustainable Design and Construction

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2002)

Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal
The quality of design and impact on Conservation Area
The impact on residential amenity
The impact on car parking.

Principle of Development

9.2 The application site is located within a residential area of Berkhamsted, wherein the principle of residential development is acceptable in accordance with Policy CS4 of the Core Strategy (2013).

9.3 The application site also falls within Berkhamsted Conservation Area where development is expected to positively preserve and enhance the established character and appearance of the area in accordance with Core Strategy Policy CS27, Saved Policy 120 of the Local Plan and Section 16 of the NPPF (2019).

9.4 The principle of the general design, form and scale of the development has been established in the approved scheme (ref. 4/01142/17/FHA). Therefore the below assessment will focus on the three amendments listed above.

Quality of Design / Impact on Conservation Area

9.5 There are no concerns regarding the reduction in height of the single storey rear extension. The form and proportions of the single storey rear extension continue to respect the existing dwelling and will have limited impact on the character of the surrounding area.

9.6 Similarly, there are no concerns regarding the glass balustrade to the rear of the detached outbuilding. This alteration is considered to be minor and will not detrimentally impact upon the visual amenity of the area.

9.7 The alterations to the dormer windows have caused some concern, notably Berkhamsted Town Council has objected on the grounds that the dormer windows are 'unsympathetic and out of keeping with this Conservation Area setting'.

9.8 The Council's Conservation and Design Officer also raised concerns with respect to the dormer windows (as constructed). As a result, the applicant has corresponded and co-operated with the Conservation and Design Officer to produce a scheme that is acceptable from a Conservation & Design perspective. In summary, the amended plans show that the dormer windows would be reduced in width by 200mm, reduced in height by 50mm, windows changed to casement (rather than sash) windows and the flat roof, dormer cheeks and window surrounds would be clad in lead. The applicant also provided further supporting information in the form of a 1:20 scale drawing of the dormer windows. The Conservation and Design Officer considers that the amended proposal for the dormer windows is acceptable.

9.9 Taking all of the above into account, it is considered that the proposed amendments to the approved scheme will not have a detrimental impact upon the character and appearance of the surrounding area and will preserve the character of the Conservation Area. The proposal complies with Saved Appendices 3 and 7 and Policy 120 of the Dacorum Local Plan (2004), Policies CS11, CS12 and CS27 of the Core Strategy (2013) and the NPPF (2019).

Planning (Listed Buildings and Conservation Areas) Act 1990

9.10 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas. Given the above assessment, it is considered that the proposed development preserves the character and appearance of Berkhamsted Conservation Area, to comply with Section 72 of the Act.

Impact on Residential Amenity

9.11 There are no concerns regarding the impact of the proposed development on the residential amenity of surrounding properties. This was considered as part of the approved scheme and found to be acceptable. No changes are proposed that would alter that assessment. The proposal continues to comply with the NPPF (2019), Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013) with respect to residential amenity.

Impact on Car Parking

9.12 This has also been assessed as part of the approved scheme and found to be acceptable. In summary, as a result of the proposed development the number of bedrooms would increase from four to five, which would not require an increase in off street parking. Furthermore, the application site would retain off-street parking provision for two vehicles.

Other Material Planning Considerations

9.13 None

Response to Neighbour Comments

9.14 These points have been addressed above.

Community Infrastructure Levy (CIL)

9.15 Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on the 1st July 2015. This application is not CIL Liable due to resulting in less than 100 sqm of additional residential floor space.

10. CONCLUSION

10.1 The proposed amendments to the approved scheme (ref. 4/01142/17/FHA) through design, scale and finish will not adversely impact upon the visual amenity of the existing dwelling, immediate street scene, Conservation Area or the residential amenity of neighbouring occupants. The proposal is therefore in accordance with Saved Appendices 3 and 7 of the Dacorum Local Plan (2004), Policies CS11, CS12 and CS27 of the Core Strategy (2013) and the NPPF (2019).

11. RECOMMENDATION

11.1 That planning permission be **GRANTED** subject to the suggested conditions:-

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. Within 6 months of the date of this permission details of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the Conservation Area, in accordance with Policies CS12 and CS27 of the Core Strategy (2013).

3. The bathroom window at second floor level in the side elevation of the loft conversion hereby permitted shall be permanently fitted with obscured glass and non-opening below a height of 1.7m from floor level.

Reason: In the interests of the residential amenities of the occupants of the adjacent dwellings and application site, in accordance with Policy CS12 of the Core Strategy (2013).

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

DD 17 / 053.2E
DD 17 / 053.6

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

Informatives:

1. Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process, which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Berkhamsted Town Council	Decision: Objection, 'The proposed structure is not in keeping with other dormers in the area. The proposal improves the adverse effect but fails to address its shortcomings. The materials and execution should conform with Conservation Area practice. CS12, P120.'

<p>Conservation & Design (DBC)</p>	<p>03/10/2019:</p> <p>Conservation are concerned regarding the width of the dormers on the rear wing in particular and the flat roof proposed only serves to make their width and non-traditional proportions even more obvious.</p> <p>Before coming to a decision on this, it is recommended the plans are considered / amended as follows:</p> <p>Is there any way of reducing the width of the dormers?</p> <p>The dormers should be shown entirely lead clad, to tops and sides. This would entail removing the tile cladding to the sides. This could result in a more cohesive, low key visual appearance and perhaps reduce their overall bulk. No bargeboards or fascia's would be required.</p> <p>It is suggested the sashes are changed to white casements, which would better suit the proportions of the proposed dormers, which are wider than previously approved.</p> <p>Seeing an example dormer with cross-section through at 1:20 scale would be helpful.</p> <p>Conservation will consider this further once amended / further plans have been submitted. Otherwise, it may be that the only option is to build the dormers as per the approved plans.</p> <p>09/10/2019:</p> <p>The dormers shown on plan are larger and differ in proportion to what they currently have / propose so I'm not sure how the dormer design would transfer however, I appreciate that efforts are being made to look at the surrounding dormer design / detailing.</p> <p>I still think a lead clad dormer may look less visually intrusive on the roofs of the rear wing however, I will reserve judgement until some more detailed 1: 20 scale drawings have been submitted.</p> <p>17/10/2019:</p> <p>I think the removal of tile cladding to the sides and replacement with lead, along with the lead roof (no fascia) with all leadwork dressed traditionally will go same way towards improving the appearance of the dormers and reduce their width by approx. 200mm. The casements work better with the proportions of the dormer.</p>
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	<p>It may still be advisable for the architect to include a 1:20 scale drawing of one of the dormers, showing details of the leadwork and the window casement design.</p> <p>24/10/2019:</p> <p>Thanks for the dormer section, this seems fine - a similar 1:20 drawing showing the exterior of the dormer from the front would be helpful in support of the amended plans.</p> <p>In terms of materials, if the zinc cladding has the same external appearance as lead it should be acceptable (a link to a website or similar showing example of zinc cladding to be used would be useful / a zinc clad dormer). Similarly, composite windows should be acceptable; an example of the type of composite window to be installed would be helpful.</p> <p>06/11/2019:</p> <p>Thanks for the details of the windows and zinc cladding, both are considered acceptable.</p> <p>I would advise the dormers should be fully zinc clad (to roof and cheeks) and the tile hanging to the dormer cheeks removed, the reason for this is to create less bulky dormers of a cohesive design.</p>
<p>Conservation & Design (DBC)</p>	<p>2 North Road is a semi-detached early 20th century property within the Berkhamsted Conservation Area. The property is of red brick construction with a projecting gabled bay and shared rear wing. It retains its characteristic 12-over-1 sashes to the front elevation, which contribute greatly to its character. It is in a prominent position and its side and rear elevation are visible from the Charles Street / North Road junction.</p> <p>The current application is for variation of approved plans. The roof dormers were not built in accordance with the approved plans and a subsequent application to retain the altered dormer design / scale was refused and then dismissed at planning appeal. The inspector raised issues regarding the increased width of the dormer, their low pitch gables, proportions and the differing fenestration (dark coloured windows of non-traditional design).</p>

	<p>The applicants now propose altering the dormers by removing the existing gable roofs to give flat roof dormers which would be clad in lead to give them a simple, less bulky design and appearance. The windows would be white painted casements. Planning permission has been granted for lead clad dormers of this type with both sash windows and casements within the Berkhamsted Conservation Area in recent years.</p> <p>Whilst the dormers do not have the traditional gabled form that was originally proposed and the casements do not match the sashes on the existing property, the proposed dormers will be more discrete in terms of their design, scale and material appearance and are considered to be of sufficiently good design and proportion to preserve the character and appearance of the property and the Berkhamsted Conservation Area. Recommend approval.</p>
Local Parish	<p>Objection</p> <p>Comments made by the Case Officer in December 2018 apply to the current application. The proposals fail to address previous objections as they are unsympathetic and out of keeping with this Conservation Area setting.</p> <p>Policy CS27; Policy 120; CS12.</p>

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
10	0	0	3	0

Neighbour Responses

Address	Comments
3 North Road Berkhamsted HP4 3DU	
37 North Road Berkhamsted Hertfordshire HP4 3DU	<p>2 North Road Berkhamsted HP4 3DU: Comments on Revised Planning Application dated 4.09.2019 Ref Drawing DD 17/053 Rev E dated 30.08.2019</p> <p>The revised drawings give outline details of retrospective changes to the 3 no. dormer windows to the rear.</p>

I welcome the proposal to reduce the awkward bulk and sombre appearance of the dormers. In particular the proposal to revert to a flat roof design will reduce their mass and is consistent with typical dormer windows of the house's era. The introduction of a white painted finish to the front face would lighten their appearance - although, to satisfy the expectations within a Conservation Area what's needed is a properly detailed painted timber fascia, which is not specified here.

It is not clear what is proposed for the side cheeks although in my view retaining the slate as currently installed would be quite acceptable.

I am assuming the windows as installed will be replaced, and I think this is needed for two reasons: firstly the revised are described as white composite, which I take to mean white powder coated aluminium sections externally with painted timber internally; and secondly, the proportions of the current sashes are at odds with the character of the Conservation Area. The description of the window surrounds is, one suspects, deliberately vague ("white composite cladding surrounding the windows" and "white barge boards") - the implication here is that we're in for an outbreak of uPVC bits and pieces, which are anathema to the spirit of the Conservation Area.

As ever, the devil is in the detail, and I urge the owner's designers to make more specific and detailed proposals to allow the Conservation Officer to agree in advance the materials and relevant details to avoid any future disagreement.

27 September 2019

I attached the comments below to this website on 27 Sep but I can see no reference to their having been received. Please ensure the following comments from me are recognised and acknowledged:

2 North Road Berkhamsted HP4 3DU:

Comments on Revised Planning Application dated 4.09.2019

Ref Drawing DD 17/053 Rev E dated 30.08.2019

The revised drawings give outline details of retrospective changes to the 3 no. dormer windows to the rear.

I welcome the proposal to reduce the awkward bulk and sombre appearance of the dormers. In particular the proposal to revert to a flat roof design will reduce their mass and is consistent with typical dormer windows of the house's era. The introduction of a white painted finish to the front face would lighten their appearance - although, to satisfy the expectations within a Conservation Area what's needed is a properly detailed painted timber fascia, which is not specified here.

It is not clear what is proposed for the side cheeks although in my view retaining the slate as currently installed would be quite acceptable.

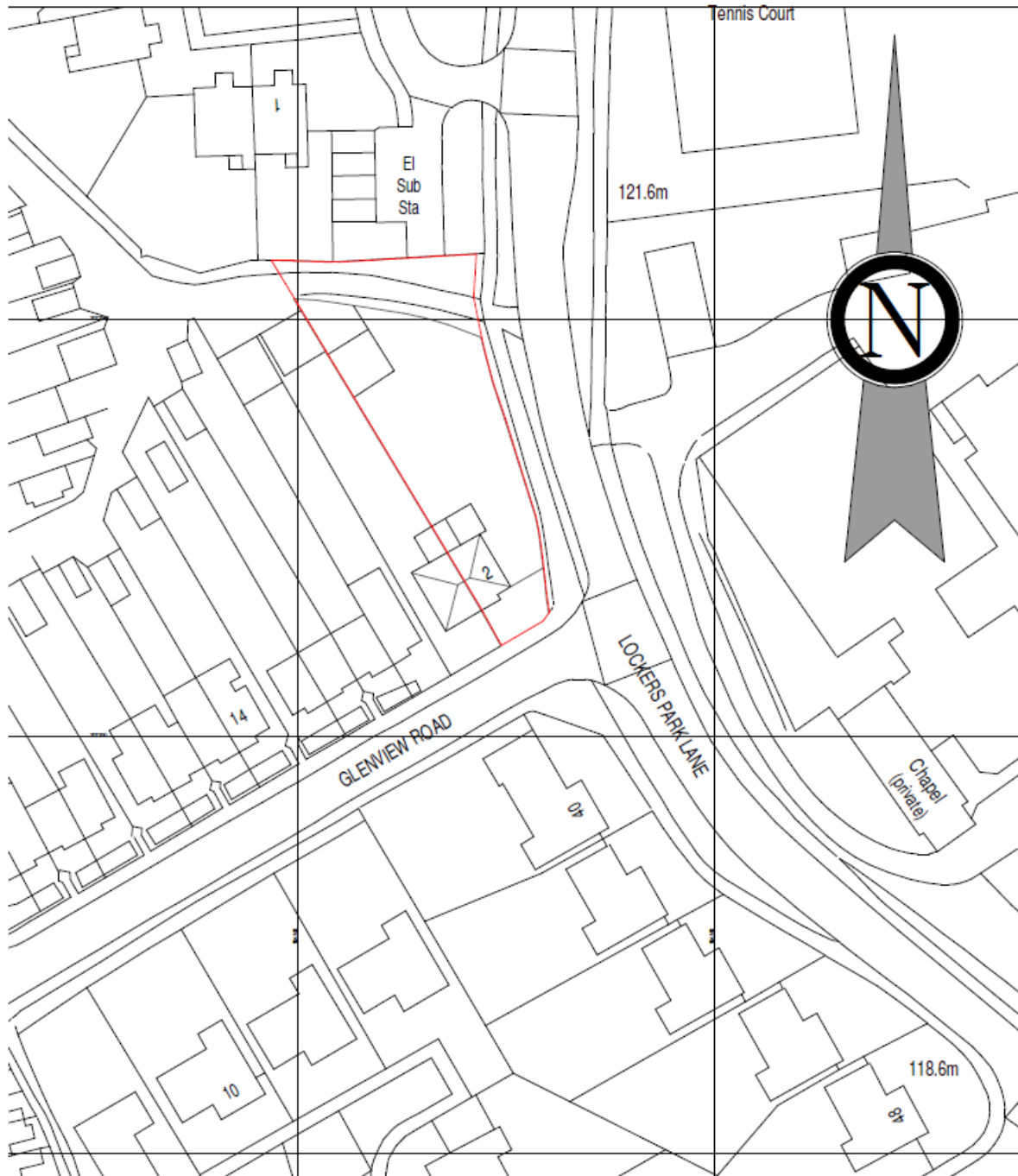
I am assuming the windows as installed will be replaced, and I think this is needed for two reasons: firstly the revised are described as white

	<p>composite, which I take to mean white powder coated aluminium sections externally with painted timber internally; and secondly, the proportions of the current sashes are at odds with the character of the Conservation Area. The description of the window surrounds is, one suspects, deliberately vague ("white composite cladding surrounding the windows" and "white barge boards") - the implication here is that we're in for an outbreak of uPVC bits and pieces, which are anathema to the spirit of the Conservation Area.</p> <p>As ever, the devil is in the detail, and I urge the owner's designers to make more specific and detailed proposals to allow the Conservation Officer to agree in advance the materials and relevant details to avoid any future disagreement.</p> <p>27 September 2019</p>
<p>47 Charles Street Berkhamsted HP4 3DH</p>	<p>The application now shows dormer roofs changed from pitched to flat with the existing width maintained. The roof proposed is an improvement and matches the dormer windows in the surrounding properties, which have similar proportions.</p> <p>The material of the roof is now described as fibreglass 'to match the roof tiles' which are dark brown. To be sympathetic to the area the roof material should 'match to lead'.</p> <p>Furthermore, the windows are now described as 'painted white composite sash that are full width of the dormers'. They are currently not full width and the fact the application states they are 'white painted composite' strongly suggests that the existing black windows are to be maintained.</p> <p>This is not sympathetic with the other Edwardian dormer windows in surrounding properties and is inappropriate in both proportion and detail</p>
<p>Stonycroft 9 Shrublands Road Berkhamsted HP4 3HY</p>	<p>I write on behalf of the BCA Townscape Group of which I am Chairman. The Group continues to object to the variation proposed in order to meet the criticisms of the Appeal decision. The aim should be to create the dormers specified in the original permission, which are sympathetic in proportion and detail to the surrounding Edwardian dormer windows. The windows should be replaced to mirror the general look of the dormers at 1, 37 & 38 North Road and 45 & 47 Charles Street, which overlook 2 North Road.</p>

Item 5c 4/02321/19/FUL

Loft conversion and first floor extension to existing property and attached three bed dwelling and a two bed detached dwelling with parking and landscaping (amended scheme)

2 Glenview Road, Hemel Hempstead, HP1 1TE



Item 5c 4/02321/19/FUL

Loft conversion and first floor extension to existing property and attached three bed dwelling and a two bed detached dwelling with parking and landscaping (amended scheme)

2 Glenview Road, Hemel Hempstead, HP1 1TE



1 Detached Lockers Park Elevation
1:100



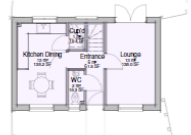
2 Detached North Elevation
1:100



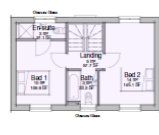
3 Detached Rear Elevation
1:100



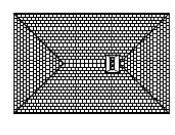
4 Detached South Elevation
1:100



5 00 Ground FFL Detached
1:100



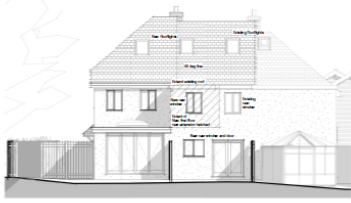
6 01 First FFL Detached
1:100



7 02 Roof Detached
1:100



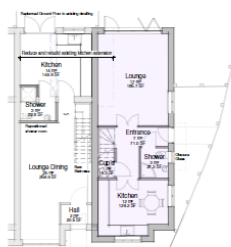
8 Terraced Glenview Road Elevation
1:100



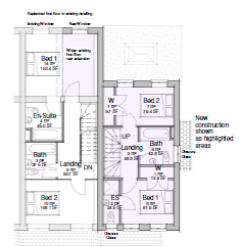
9 Terraced Rear Elevation
1:100



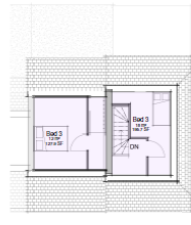
10 Terraced Lockers Park Lane Elevation
1:100



11 00 Ground FFL Terraced
1:100



12 01 First FFL Terraced
1:100



13 02 Second FFL Terraced
1:100

ITEM NUMBER: 5c

4/02321/19/FUL	Loft conversion and first floor extension to existing property and attached three bed dwelling and a two bed detached dwelling with parking and landscaping (amended scheme)	
Site Address:	2 Glenview Road Hemel Hempstead HP1 1TE	
Agent:	Mr R Farris	
Case Officer:	Sally Robbins	
Parish/Ward:	No Parish	Boxmoor
Referral to Committee:	Ward Cllr call-in	

1. RECOMMENDATION

1.1 That planning permission be **GRANTED** subject to the suggested conditions.

2. SUMMARY

2.1 The principle of residential development in this location is acceptable. The proposal comprises alterations to the existing dwelling as well as the addition of a new three-bedroom terraced dwelling and a new two-bedroom detached dwelling. The proposed development would optimise the use of available land within an urban area and the design would sit comfortably within the surrounding area. The amenity space and parking provision are considered acceptable and, whilst visible from surrounding units, the proposal will not have a significant impact on the living conditions of neighbouring properties.

2.2 The proposed development therefore complies with the National Planning Policy Framework (2019), Policies CS1, CS4, CS10, CS11, CS12 and CS17 of the Core Strategy (2013), Saved Policies 10, 18, 21, 58, 99 and 100 and Appendices 3 and 5 of the Local Plan (2004), and the Hammerfield North (HCA9) Character Area Appraisal (2004).

3. SITE DESCRIPTION

3.1 The application site is currently occupied by a two-storey semi-detached dwelling and its associated side and rear garden, located on the north-western corner of the T-junction of Glenview Road and Lockers Park Lane. The existing dwelling fronts Glenview Road, however the site features a longer secondary frontage to Lockers Park Lane. The existing dwelling and other properties on the northern side of Glenview Road are served by a private track providing access to garages and open car parking to the rear of properties, accessed off Lockers Park Lane.

3.2 The street scene of Glenview Road is suburban and its fine-grain pattern of development is evident through semi-detached dwellings and short terrace rows. This differs from the spacious and verdant setting of Lockers Park Lane, with prominent mature street trees, raised grass verges and small amenity greens, which adds to the character and attractiveness of the area. Where there are areas of soft landscaping particularly along the site's frontage and further north to Pinewood Gardens, buildings have limited presence in the street scene. South of the site (beyond the junction with Glenview Road), Lockers Park Lane features two-storey dwellings set back and set down from the road frontage with chalet-style catslide front projections giving the impression of low-rise built form, despite the extent of hardstanding to their forecourts.

3.3 Dwelling styles are grouped however do vary within the vicinity. Levels fall noticeably in a western direction down Glenview Road.

3.4 Land uses in the immediate area are predominantly residential however to the east of Lockers Park Lane is Lockers Park School and playing fields (the latter further north), specifically the school's designated exit point is located opposite the application site.

4. PROPOSAL

4.1 The application seeks full planning permission for the construction of an end of terrace dwelling to no. 2 Glenview Road comprising three bedrooms over three levels (including habitable loft space). Additionally a detached two-storey dwelling is proposed for the rear garden, fronting onto Lockers Park Lane and comprising two bedrooms over two levels. Private amenity space would be provided to the rear of the dwellings with off-street parking located along the existing vehicle access track. Two off street parking spaces would be provided for each dwelling (a total of six off street parking spaces). Five of the car parking spaces would be accessed from the track and one would be accessed off Lockers Park Lane.

5. PLANNING HISTORY

Planning Applications (If Any):

4/01976/18/FUL - Loft conversion and first floor extension. Construction of an attached 3-bed dwelling and two semidetached 3 bed dwellings with associated parking and landscaping
WDN - 8th October 2018

4/01296/92/FHA - Single storey side extension
GRA - 26th November 1992

Appeals (If Any):

6. CONSTRAINTS

A152 - 15.2m Air Dir Limit
A457 - 45.7m Air Dir Limit
ADV - Area of Special Control for Adverts
Community Infrastructure Levy - Zone 3
RESC - Residential Character Areas
SIRZ - SSSI Impact Risk Zones
TPON - Tree Preservation Order

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (February 2019)

Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

NP1 - Supporting Development
CS1 - Distribution of Development
CS4 - The Towns and Large Villages
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS29 - Sustainable Design and Construction

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2002)
Planning Obligations (2011)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;
The quality of design and impact on visual amenity;
The impact on residential amenity; and
The impact on highway safety and car parking.

Principle of Development

9.2 Core Strategy (2013) Policy CS1 states that Hemel Hempstead will be the focus for homes and Policy CS4 states that appropriate residential development within residential areas in the Towns and Large Villages is encouraged. Furthermore, within the Core Planning Principles outlined in the NPPF (2019) there is heavy emphasis on the planning system's responsibility to deliver more homes. Paragraph 59 of the NPPF stresses this further, seeking to boost the supply of housing and paragraph 118 promotes and supports the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively. Paragraph 68 of the NPPF states that decision makers should give great weight to the benefits of using suitable sites within existing settlements for homes. Additionally, Saved Policy 10 of the Local Plan (2004) seeks to optimise the use of available land within urban areas.

9.3 Taking all of the above into account, the proposal is acceptable in principle and would make a small but valuable contribution to the Borough's existing housing stock (in accordance with Policy CS17). The development would be located in a sustainable location and would seek to optimise the use of urban land. The proposal is in accordance with policies CS1, CS4 and CS17 of the Core Strategy (2013), Saved Policy 10 of the Local Plan (2004) and the NPPF (2019).

Density and layout

9.4 Dwelling density at 54 dwellings per hectare resulting from development of the site with two units (net increase) would be high when assessed against the guidance for Residential Character Area

HCA9 Hammerfield North, which expects density in the medium range (30 to 35) consistent with the existing character. However, numerical density in isolation does not represent ground for refusal, and is weighed against other considerations, noting in particular the above mentioned guidance in the NPPF (which supersedes the Character Area Appraisal) that encourages optimising the use of urban land. Furthermore, there are groups of higher density dwellings in the local area, for example, the area of land comprising 1-41 Glenview Road has a density of 77 dwellings per hectare and the area comprising 30-62 Glenview Road has a density of 62 dwellings per hectare. As a result of the proposed development, the area of land comprising nos. 2-28 Glenview Road would have a density of 44 dwellings per hectare (compared to the existing density of 38 dwellings per hectare).

9.5 The new dwellings would have a typical orientation with principal elevations fronting their respective streets, specifically the end-of-terrace fronting Glenview Road to align with the existing dwelling at no. 2 and the detached dwelling facing Lockers Park Lane.

9.6 The existing rear garden for no. 2 Glenview Road would be sub-divided into three separate curtilages with amenity spaces positioned on the rear of the dwellings. Saved Appendix 3 of the Local Plan states that private gardens should normally be positioned to the rear of dwellings and have an average minimum depth of 11.5m. However, a reduced rear garden depth may be acceptable for small starter homes. Saved Appendix 3 does allow some flexibility for infill developments and states that generally, all gardens should be of a width, shape and size to ensure the space is functional and compatible with the surrounding area.

9.7 The resulting gardens would measure (maximum measurements):

Existing dwelling (no.2) = 12m

New terraced dwelling = 9.7m

New detached dwelling = 10.7m

9.8 The garden depths for the new terraced and detached dwellings would fall below the threshold set out in Saved Appendix 3 of the Local Plan. However, it is considered that the actual area of the garden is a more appropriate way of establishing whether the space is functional and compatible with the surrounding area. The proposed gardens would measure 51 sqm (existing dwelling at no. 2), 82 sqm (new terraced dwelling) and 75 sqm (new detached dwelling). There are examples of small gardens in the vicinity, such as nos. 1-21 Glenview Road which all have garden areas below 50 sqm. Taking the above into account it is considered that the proposed amenity spaces would be functional and compatible with the surrounding area.

9.9 Five car parking spaces would be sited off the track, which has raised no concerns from a layout perspective. One car parking space would be accessed from Lockers Park Lane, noting that there is a lamp post in close proximity to the proposed extended access. The applicant has been made aware that if this needs to be moved to allow the development then this will be at the applicant's expense. In terms of layout there are no concerns regarding the location of the parking spaces.

9.10 The variation of restrictive covenants to allow use of the access for car parking serving the new units is a separate civil matter that is not dealt with through the planning application process. The suitability of the level of parking provision is considered below.

9.11 Based on the above, it is considered that the proposal would respect the typical density of the area as perceived on the ground, and complies with Policies CS11 and CS12 of the Core Strategy (2013) in that regard.

Quality of Design / Impact on Visual Amenity

9.12 Core Strategy Policies CS10, CS11 and CS12 highlight the importance of high quality sustainable design in improving the character and quality of an area, seeking to ensure that

developments are in keeping with the surrounding area in terms of scale, mass, height and appearance. This guidance is supported by Saved Appendix 3 of the Local Plan (2004). Furthermore, paragraph 130 of the NPPF states that permission should be refused for developments of poor design that fail to take opportunity available for improving the character and quality of an area and the way it functions. The Hammerfield North Character Area Appraisal (2004) states that infilling may be acceptable according to the Development Principles, which state that there are no special design requirements, although design should respect the characteristics and architectural themes of nearby and surrounding development. It also states that all types of dwelling are acceptable, although the resultant scale and mass of new proposals should respect that of adjoining and nearby development.

9.13 The proposed terraced dwelling would continue the existing architectural form and features seen along Glenview Road. The roof would step up from the existing dwelling by 0.3m, following the increase in levels towards the northeast, and would be hipped to match the existing roof. The corner of the proposed dwelling would be situated on the eastern boundary and the access door would be situated on the side elevation. The new terrace dwelling would match the existing dwelling at number 2 Glenview Road in terms of external materials, colour and fenestration.

9.14 The proposed detached two-storey dwelling would be set back from Lockers Park Lane by 4m as well as the ground floor being set down from the level of the highway by 0.5m. The detached dwelling would comprise a full hipped roof and be finished in multi stock facing brickwork with red stock brick contrasting brick detailing, to match the nearby materials in Lockers Park Lane. The maximum ridge height of the proposed detached dwelling would be approximately 2.4m lower than that of the new terraced dwelling.

9.15 The proposal comprises alterations to the existing dwelling at no. 2 Glenview Road, including a loft conversion, rebuilding the single storey rear extension and extending the existing flat-roofed first floor extension by 2.3m. The first floor element would be set back from the boundary with Lockers Park Lane by approximately 7.6m.

9.16 It is considered that the layout and architectural style and built form of the proposed dwelling would not result in a detrimental impact upon the character and appearance of the surrounding area. The proposal therefore complies with Saved Appendix 3 of the Dacorum Local Plan (2004), Policies CS10, CS11 and CS12 of the Core Strategy (2013), the NPPF (2019) and the Hammerfield North Character Area Appraisal (2004).

Impact on Residential Amenity

9.17 The NPPF outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan and Policy CS12 of the Core Strategy, seek to ensure that new development does not result in detrimental impact upon the neighbouring properties and their amenity space. Thus, proposals should be designed to reduce any impact on neighbouring properties by way of visual intrusion, loss of light or privacy.

9.18 There are no side facing windows proposed on the side elevations of the new detached dwelling. The side elevation of the detached dwelling would be situated 11.5 from the first floor rear elevation of the proposed terraced dwelling. There are no policy requirements for side-to rear elevation separation distances. Nonetheless, the relatively close separation distance is mitigated by the fact that the detached dwelling is set down in relation to the terraced dwelling. The eaves of the detached dwelling would be 1.5m lower than the eaves of the terraced dwelling and the ridge would be set down by 2.4m.

9.19 Turning to the impact of the proposed development on the living conditions of the existing property at no. 2 Glenview Road, the proposed detached dwelling would be visible but would not be

within the direct line of sight of no.2. Added to the fact that no side facing windows are proposed for the detached dwelling, it is not considered that there would be any significant loss of privacy or overlooking.

9.20 The north flank elevation of the proposed detached dwelling would be 28m from the rear elevation of 1 Pinewood Gardens, which is situated to the northwest of the application site. The proposed development would not be in the direct line of sight of the rear elevation of 1 Pinewood Gardens and it is not considered overlooking from the oblique angle would occur to an unsatisfactory degree.

9.21 Addressing 4 Glenview Road, the proposed detached dwelling would be visible but at an oblique angle. As such, there are no concerns regarding loss of privacy, loss of light or being visually overbearing.

9.22 Views from the front elevation of the proposed detached dwelling would be of the exit point for Lockers Park School. Views from the rear elevation would overlook the outbuildings situated to the rear of properties along Glenview Road and Sunnyhill Road.

9.23 It is considered that the proposal would be acceptable with respect to the impact on the residential amenity of neighbouring properties in accordance with Policy CS12 of the Core Strategy (2013).

Impact on Highway Safety and Parking

9.24 Policy CS12 of the Core Strategy (2013) seeks to ensure developments have sufficient parking provision. Paragraph 105 of the NPPF (2019) states that when setting local parking standards authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport; local car ownership levels and the overall need to reduce the use of high emission vehicles. Policy CS8 of the Core Strategy (2013) and Saved Policies 57, 58 and Appendix 5 of the Local Plan (2004) promote an assessment based upon maximum parking standards.

9.25 The parking requirement for the proposed development, according to Saved Appendix 5 of the Local Plan (2004), is 6 spaces (1.5 spaces for the 2-bedroom detached dwelling and 2.25 spaces for each of the 3-bedroom terraced dwellings). The development proposes 6 off-street car parking spaces (2 spaces per dwelling), which meets the requirements set out in Saved Appendix 5.

9.26 In terms of highways safety, the Highways Authority were consulted and made the following comments:

“There is a service road giving access to five of the proposed parking spaces. The sixth requires the extension of the access to enable a car to park without bumping across the kerb and grass verge. I notice that there is a lamp post in close proximity to the proposed extended access. The applicant is made aware that if this needs to be moved to allow the development then this will be at the applicant's expense. The access is located on Lockers Park Lane, which is an unclassified local access road with a 30mph speed limit. Vehicles are therefore not required to enter and leave the highway in forward gear. There have been no accidents involving personal injury in the vicinity of the site in the last 5 years.”

9.27 The Highway Authority raised no objection and considers that the proposal would not have a severe residual impact on the safety and operation of the adjoining highways, subject to conditions and informative notes.

9.28 The proposed development will not result in a detrimental impact on local parking provision, nor will it have a severe impact to the safety and operation of the adjacent highway. Thus, the

proposal meets the requirements of Policy CS8 and CS12 of the Core Strategy (2013) and Saved Appendix 5 of the Local Plan (2004).

Other Material Planning Considerations

Impact on Trees and Landscaping

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

9.30 There are several area Tree Preservation Orders (TPOs) within and surrounding the site. Most notably, there are 3 Cedar trees within the area TPO situated along Lockers Park Lane. Within the site 3 trees would be removed, including an Apple tree and a Laurel, to facilitate the development.

9.31 The applicant provided an Arboricultural Impact Assessment in support of the application. In summary, some basic tree protection measures and working methodology (in accordance with BS 5837:2012) will ensure the remaining and third-party trees are not detrimentally affected during construction. The report states that the relationship between the proposal and retained / third-party trees is sustainable and will not result in any unreasonable pressure to carry out inappropriate tree works.

9.32 The Council's Trees & Woodlands Officer has been consulted and raised no objection to the proposal subject to the proposal being implemented in accordance with the recommendations laid out in the arboricultural report.

9.33 The proposed scheme has the potential to provide soft and hard landscaping on site, as well as appropriate screening. Should planning permission be granted a condition would be recommended requesting details of hard surfacing materials, proposed boundary treatment and screening and other soft landscaping details.

9.34 Subject to the proposal being carried out in accordance with the submitted arboricultural report (secured by condition) and the above landscaping condition, the proposal is considered to accord with Saved Policies 99 and 100 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013).

Ecology

9.35 Core Strategy Policy CS26 states that development and management action will contribute towards the conservation and restoration of habitats and species; and the strengthening of biodiversity corridors.

9.36 Paragraph 170 of the NPPF (2019) states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 175 states that planning permission should be refused if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for.

9.37 An ecological survey was carried out by AA Environmental Limited and additional information was provided by the environmental consultant during the course of the application due to neighbour concerns. Local residents raised concerns regarding the impact of the proposed development on species and habitats within and surrounding the site. Hertfordshire County Council's Ecologist was consulted on the application and some local residents have been in direct contact with the County

Ecologist, prompting a further response. The concerns raised by local residents have been taken into account by the County Ecologist and, in summary, there is no objection to the proposed development, subject to the inclusion of informative notes.

9.38 With respect to bats, the County Ecologist acknowledges that bats are commonly observed in the vicinity, and that the cedar trees represent a potential roost location, however confirmed that the original advice given is sound. Additionally, the ecological survey, which included an examination of the cavity within the apple tree in the rear garden of no.2, was sufficient to confirm the likely absence of a roost from the buildings and trees directly affected.

9.39 Taking into account the ecological survey, additional ecological information provided, comments from local residents and the response from the County Ecologist, it is considered that the proposed development will not cause significant harm to biodiversity and the Council has satisfied its legal obligation with respect to assessing bats. The proposal therefore accords with the requirements of Core Strategy (2013) Policy CS26 and the NPPF (2019) subject to the inclusion of informative notes.

Response to Neighbour Comments

9.40 These points have been addressed above, other than concerns raised regarding the Human Rights Act. Case law has established that there must be a fair balance between the rights of the individual property owners and the rights of the community. In the case of *Huang v. Secretary of State for the Home Department* [2007], the House of Lords stated that the overarching approach is: "the need to balance the interests of society with those of individuals and groups. This is indeed an aspect which should never be overlooked or discounted."

Article 1 (Protection of Property) and Article 8 (Right to respect of a Private and Family Life) of the Human Rights act 1998 are relevant to this application. The rights of the objectors (and wider community) have been balanced with the rights of the developer and land owner, as required by Articles 1 and 8. Human rights issues form part of the planning assessment above.

Community Infrastructure Levy (CIL)

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

10. CONCLUSION

10.1 The proposed development through layout, design and scale will not adversely impact upon the visual amenity of the immediate street scene or the residential amenity of neighbouring occupants. The proposal is therefore in accordance with Saved Appendixes 3 and 5 of the Dacorum Local Plan (2004), Policies CS4, CS10, CS11, CS12 and CS17 of the Core Strategy (2013) and the NPPF (2019).

11. RECOMMENDATION

11.1 That planning permission be **GRANTED** subject to the suggested conditions:-.

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. No development (excluding demolition/ground investigations) shall take place until details 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. Please do not send materials to the Council offices. Materials should be kept on site and arrangements made with the Planning Officer for inspection.

Reason: To ensure satisfactory appearance to the development and to safeguard the visual character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

3. No construction of the superstructure shall take place until full details of both hard and soft landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:
 - o all external hard surfaces within the site
 - o other surfacing materials
 - o means of enclosure
 - o soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs.

The planting must be carried out within one planting season of completing the development.

Any tree or shrub, which forms part of the approved landscaping scheme, which within a period of 5 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.

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as required by saved Policy 99 of the Dacorum Borough Local Plan (2004) and Policy CS12 (e) of the Dacorum Borough Council Core Strategy (2013).

4. Prior to the first use of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan drawing number PL01 rev N. Arrangement 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: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway, in accordance with Core Strategy (2013) Policy CS8.

5. The development shall not be brought into use until the new access has been constructed to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction.

Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use, in accordance with Core Strategy (2013) Policy CS8.

6. The development shall be carried out in accordance with the Arboricultural Impact Assessment Method Statement & Tree Protection Plan (to BS:5837 2012) by Trevor Heaps Arboricultural Consultancy Ltd (dated 2nd August 2019) and the following approved drawing:

Drawing No: TH/A3/2072B/TPP (Tree Protection Plan)

Reason: In order to ensure that damage does not occur to trees during building operations in accordance with saved Policy 99 of the Dacorum Borough Local Plan (2004), Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 170 of the National Planning Policy Framework (2019).

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

Drawing Number P-01 Rev O (Location & Site Plan)

Drawing Number P-02 Rev N (Floor Plans and Elevations)

Drawing Number P-03 Rev M (Street Elevations)

Drawing Number P-04 Rev M (Street Elevations and Site Sections)

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

Informatives:

1. Planning permission has been granted for this proposal. The Council acted pro-actively through early engagement with the applicant at the pre-application stage, which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.
2. It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.
3. It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047
4. The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land, which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible,

authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-andpavements/business-and-developer-information/business-anddeveloper-information.aspx>

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

6. In the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England.

7. Nesting birds are protected under Schedule 1 of the Wildlife and Countryside Act 1981.

Any vegetation should be undertaken outside the nesting bird season (March to August inclusive) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than two days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest.

Any excavations left open overnight should be covered or have mammal ramps (reinforced plywood board >60cm wide set at an angle of no greater than 30 degrees to the base of the pit) to ensure that any animals that enter can safely escape. Any open pipework with an outside diameter of greater than 120mm must be covered at the end of each working day to prevent animals entering / becoming trapped.

8. To avoid killing or injuring of hedgehogs it is best practice for any brash piles to be cleared by hand. Any trenches on site should also be covered at night or have ramps to prevent and avoid hedgehogs being trapped during construction. It is also possible to provide enhancements for hedgehogs by making small holes within any boundary fencing. This allows foraging hedgehogs to be able to pass freely throughout a site.

9. The loss of any young or semi-mature trees should be compensated for with replacement trees on a one -for-one basis and the loss of any mature trees on a two-for-one basis. Ideally, replacement trees should be native species, or fruit/nut trees, which will provide benefit for local wildlife.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Trees & Woodlands	To confirm our earlier chat, I've no problem with tree damage mitigation proposals that are suggested for this app.

	<p>The tree consultant has suggested acceptable protection measures, shown on the tree protection plan, that will minimise the impact of works on retained trees.</p> <p>Trees for removal aren't of high amenity value.</p>
Hertfordshire Ecology	<p>Thank you for consulting Hertfordshire Ecology on the above application, I have made comments for a previous similar application at this property ref 4/01976/18/FUL, recommending the need for a bat survey. The current application includes an ecological report by AA Environmental Limited (report date February 2019) detailing a survey in January 2019.</p> <p>The report included an assessment of house and trees for their potential as a bat roosts. This found no evidence of bats and negligible potential. I have no reason to doubt this. Some evidence of the use by the garden by terrestrial mammals; fox and badger, was found in the form of mammal trails and signs and local information. The garden landscape would be also be suitable habitat for hedgehogs. Hedgehogs are protected under Schedule 6 of the Wildlife and Countryside Act (WCA) 1981, which prohibits killing and trapping by certain methods. A cherry Laurel and apple tree are required to be removed as part of the proposal. Consequently I recommend the following:</p> <p>No further surveys for bats are required, however I would advise the inclusion of the following Informatives with any consent granted:</p> <p>Bats</p> <p>"In the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England."</p> <p>Nesting birds</p> <p>Nesting birds are protected under Schedule 1 of the Wildlife and Countryside Act 1981.</p> <p>"Any vegetation should be undertaken outside the nesting bird season (March to August inclusive) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than two days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest."</p> <p>"Any excavations left open overnight should be covered or have mammal ramps (reinforced plywood board >60cm wide set at an angle of no greater than 30 degrees to the base of the pit) to ensure that any animals that enter can safely escape. Any open pipework with an outside diameter of greater than 120mm must be covered at the end of each working day to prevent animals entering / becoming trapped."</p> <p>Hedgehogs</p>

"To avoid killing or injuring of hedgehogs it is best practice for any brash piles to be cleared by hand. Any trenches on site should also be covered at night or have ramps to prevent and avoid hedgehogs being trapped during construction. It is also possible to provide enhancements for hedgehogs by making small holes within any boundary fencing. This allows foraging hedgehogs to be able to pass freely throughout a site."

Trees

"The loss of any young or semi-mature trees should be compensated for with replacement trees on a one -for-one basis and the loss of any mature trees trees on a two-for-one basis. Ideally replacement trees should be native species, or fruit/nut trees, which will provide benefit for local wildlife."

Further to the above I am not aware of any other ecological constraints with regards the site and the application can be determined accordingly.

Further comments received on 20/12/2019 (in response to neighbour comments):

Hertfordshire Ecology has been contacted directly by a member of the public raising concerns about the above application and its impacts on the local ecology. These concerns have also been made to DBC. . Having taken into account the concerns raised, re-examined the ecology and arboricultural reports, and my original response, I have the following comments.

1. As previously stated, there are records of bats in close proximity to the application site and its position is such that it is well connected to suitable foraging and commuting habitat. Based on this and the characteristics of the building I requested that a preliminary roost assessment be carried out. I am satisfied that the survey carried out AAE consultants in January 2019 which included an examination of the cavity within the apple tree, was sufficient to confirm the likely absence of a roost from the buildings and trees directly affected. The presence of bats in an area does not automatically mean a roost is present nearby. Many if not most activity surveys record bat foraging or commuting use of an area but observe no emergence from surveyed buildings or trees.

2. Whilst the photos do demonstrate that the trees adjacent to the development do have some features that could be potential locations for a bat roost, there is presently no evidence to demonstrate they are used as a roost. Whilst they may represent potential roost sites, in any event these trees are outside the application site and are not being directly affected by the development. Without evidence that a bat roost within these trees is likely to be both present and affected by the

development, no offence would be committed and there is no justification for the LPA to require further surveys.

3. Consequently, whilst I do not dispute that bats are commonly observed in the location, and that the cedar trees represent a potential roost location, I have no reason to change my original advice regarding bats, which I believe to be sound.

4. The longer-term impact of the development on the Cedars is an arboricultural matter, as are the technical arguments raised relating to the method used to calculate the root protection area. In any case, in terms of the impact on bats the decline of the trees health does not automatically prevent any existing or continued use as a roost, nor does the presence of a roost necessarily preclude a tree's removal providing it is done under the auspices of an appropriate licence from Natural England. If this was the case, compensatory roost sites would be needed.

5. Notwithstanding this, bats and their roosts remain fully protected by law and appropriate advice should be sought if they are discovered during any works.

6. The local wildlife reported to use the property are relatively common species and their use of the site is unlikely to outweigh the proposals for development in the current climate.

7. It is claimed that the apple tree to be removed is part of an old traditional orchard which are priority habitats. Hertfordshire Ecology has been supplied with a copy of a 1927 map of the old mansion grounds to demonstrate this. Whilst this orchard is not shown on either the 1890s or 1930s OS 6" maps, the map supplied clearly shows that an orchard was formerly part of the mansion grounds. However a comparison of this map with the location of the application site, shows the present house and gardens occupies the area described as a paddock on the 1927 map and is outside of the area shown as an orchard. Consequently the tree is not in the location of an old orchard. Furthermore, one fruit tree does not meet the definition of a traditional orchard in terms of a Priority Habitat, which requires at least five in close proximity to each other.

8. The tree is described in the arboricultural report as early mature with a 20 year life expectancy. This life expectancy is likely to be a significant underestimation and there is good reason to believe that with appropriate management it would last considerably longer. From the photo supplied by a neighbour, the tree looks to be in good condition, with recent pruning and abundant young regrowth in the form of water shoots in the upper canopy. There is nothing visible that I would

	<p>consider suggested there was a high likelihood of a bat roost being present in this tree, given the lack of bark decay or significant splitting, trunk hollowing and relatively small size of branches etc. There is no other reason to justify an objection to the loss of this tree, which even if a bat roost were present, could be removed under an appropriate licence. Whilst the tree loss is regrettable, it does nevertheless represent a loss of biodiversity from the site and should be compensated for.</p> <p>9. In summary, whilst I fully acknowledge the points raised are of concern, I do not consider they provide any additional evidence or reason to alter my previous advice.</p>
Hertfordshire Highways (HCC)	<p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>CONDITIONS:</p> <p>1. Prior to the first use of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan drawing number PL01 rev N. Arrangement 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: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.</p> <p>2. The development shall not be brought into use until the new access has been constructed to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction. Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use. The Highway Authority would ask that the following note to the applicant be appended to any consent issued by the local planning authority:-</p> <p>INFORMATIVES:</p> <p>1. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: http://www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047.</p>

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

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

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

COMMENTS

This application is for: Loft conversion and first floor extension to existing property and attached three bed dwelling and a two bed detached dwelling with parking and landscaping (amended scheme)

This amendment submits drawing no PL01 rev P showing access for the second parking space for 38.

ACCESS

There is a service road giving access to five of the proposed parking spaces. The sixth requires the extension of the access to enable a car to park without bumping across the kerb and grass verge. I notice that there is a lamp post in close proximity to the proposed extended access. The applicant is made aware that if this needs to be moved to allow the development then this will be at the applicant's expense. The access is located on Lockers Park Lane, which is an unclassified local access

	<p>road with a 30mph speed limit. Vehicles are therefore not required to enter and leave the highway in forward gear. There have been no accidents involving personal injury in the vicinity of the site in the last 5 years.</p> <p>PARKING</p> <p>A total of six parking spaces are proposed on land to the rear of the three proposed properties.</p> <p>CONCLUSION</p> <p>Hertfordshire County Council as Highway Authority considers the proposal would not have a severe residual impact on the safety and operation of the adjoining highways, subject to the conditions and informative notes above.</p>
<p>Natural England</p>	<p>Natural England has no comments to make on this application.</p> <p>Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.</p> <p>Natural England and the Forestry Commission have also published standing advice on ancient woodland and veteran trees which you can use to assess any impacts on ancient woodland.</p> <p>The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.</p> <p>We recommend referring to our SSSI Impact Risk Zones (available on Magic and as a downloadable dataset) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice</p>

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
10	15	1	9	5

Neighbour Responses

Address	Comments
40 Lockers Park Lane Hemel Hempstead HP1 1TJ	<p>I spoke to you a few days ago re planning application 4/02321/19/FUL 2 Glenview Road.</p> <p>I still cannot access your website to make my objection.</p> <p>You advised I email. I objected to the application made in 2018 which you said you were aware of and are taking into consideration all previous comments.</p> <p>I object again for the following reasons:</p> <ul style="list-style-type: none"> o even with an allocated parking space for the three new properties, inevitably the residents/guests will seek to park on Lockers Park Lane and Glenview which is already congested. o if residents park outside my house at the end of Lockers Park Lane this will create a risk to my children when trying to cross the road outside our property. o concern for access but Lockers Park school. Please contact them again because I can imagine no one has been able to leave a comment on your website and they had many objections in 2018. Please consider their objections from last year. o concern that the development would mean that we are overlooked and our privacy will be affected. o Concern for the trees in the immediate vicinity <p>Please acknowledge this email and can I have reassurance that last year's comments are taken into account given that no one has been able to make a comment on your site which is an unfair process. As I noted last year, many residents are elderly and one is blind and they are much less likely to comment although I know they object. Even those who can access websites couldn't have been able to in this case anyway!</p>
4 Glenview Road Hemel Hempstead HP1 1TE	<p>We wish to make you aware of a number of strong objections to the proposed development of 2 additional houses in the garden of 2 Glenview Road. As an immediate neighbour, whose property is adjoined to number 2, we are of the view that the intended development will have a serious impact on our standard of living.</p> <p>We also consider that the proposed development does not comply with policies in the National Planning Policy Framework (NPPF) 2019, the Adopted Core Strategy 2006-2031 (adopted 25th. September 20143)</p>

nor those of the Hammerfield North (HCA9) Character Area policies (Area Based Policies Supplementary Planning Guidance May 2004).

NPPF Policy 11 explains that decision making should apply a presumption in favour of sustainable development and that development proposals which accord with an up to date development plan should be approved without delay - which is not considered to be the case with this planning application.

NPPF Policy 70 sets out that development plans should consider setting out policies to resist inappropriate development of residential gardens, e.g. where development would cause harm to the local area.

NPPF Policy 175c) states that Local Planning Authorities should refuse development resulting in the loss or deterioration of irreplaceable habitats such as veteran trees (the historic apple tree to be removed) unless there are wholly exceptional reasons and a suitable compensation strategy exists. There are not considered to be exceptional reasons or suitable compensation proposed.

Core Strategy Policy CS4 (The Towns and Villages) supports appropriate residential development in the settlements, but the proposed development is not regarded as appropriate.

Core Strategy CS10 (Quality of Settlement Design) states that design of new development should follow the (3 Step Approach to Successful Design which is included in Figure 13 of the Core Strategy).

Core Strategy Policy CS11 (Quality of Neighbourhood Design) states that development should respect the typical density intended in an area, preserve attractive streetscapes and protect or enhance views within character areas, none of which the proposed development would do.

Core Strategy Policy CS12 (Quality of Site Design) lists the following requirements and it is not considered that the proposed development complies with any of them:

"On each site development should:

- a) Provide a safe and satisfactory means of access for all users;
- b) Provide sufficient parking and sufficient space for servicing
- c) Avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties;
- d) Retain important trees or replace them with suitable species if their loss is justified;
- e) Plant trees and shrubs to help assimilate development and softly screen settlement edges;
- f) Integrate with the streetscape character; and
- g) Respect adjoining properties in terms of : i. layout; ii. Security; iii. Site coverage; iv. scale; v. height; vi. Bulk; vii. Materials; and viii. Landscaping and amenity space."

The Hammerfield North Development Principles state that the resultant scale and mass of new proposals should respect that of adjoining and nearby development (page 120)

Our objections are as follows:-

Development of number 2 and new build 38 Lockers Park Lane

The proposed development will turn a pair of iconic 1930's semidetached houses into a terrace, which would be out of keeping with the other properties of a similar style in the same area. All the other properties on the road have the same features and roof line.

The proposed loft extension of no 2 requires the raising and enlargement of the roof and the addition of velux windows, especially on the road side would alter the streetscape and overlook the residents of Lockers Park lane and deprive them of there privacy, no other houses in this section of Glenview Road have velux windows overlooking the street. All previous applications to extend into the loft space have been vigorously resisted by Dacorum Borough Council.

The proposed addition of an extra house on the side of no. 2 (38 Lockers Park Lane) would be even higher than no. 2 and completely dominate the adjacent properties. A [previous application to add an additional house to the other end of our section of Glenview Road (number 28) had also been rejected by Dacorum Borough Council.

The following have been refused or dismissed in the past:

4 Glenview Road

4/00948/95/4 - loft conversion (appeal dismissed)

4/00430/95/4 - loft conversion and rear dormer (refused)

26 Glenview Road

4/00752/94/4 - First floor extension (refused)

28 Glenview Road (adj.)

4/00188/91/4 - two storey side extension to create a new dwelling (refused)

It should be noted that although the application for a new dwelling at no. 28 Glenview Road was some time ago, it is considered that the following reason for its refusal is relevant to this current application:

"The development, by reason of its prominence, mass and design would seriously detract from the visual amenity of the street scene and existing dwelling house."

There is already a problem with the overloading of the existing sewage system for this section of Glenview Road, the main sewer runs along the back of the houses and in some cases underneath rear extensions. The addition of 2 extra houses to this system would further overload it, it is already in crisis.

The addition of 2 extra houses at the top of Glenview Road is only going to add to what is already a difficult and dangerous junction. The junction of Lockers Park Lane and Glenview Road is a very busy one, and is on a curve in Lockers Park Lane. Glenview Road has become a local "Rat Run" , the junction being made busier as the exit for Lockers Park School is diagonally opposite and the service road from the garages of Glenview Road and Sunny Hill Road exit at the other end of the garden of number 2. adding to the congestion. Due to the existing parking problems Glenview Road has effectively become a Single Track Road, as a result cars coming up the hill are effectively on the wrong side of the road so those wanting to go down have to wait at the junction. At peak periods, such as School Run times and the rush hour this can be very dangerous. Also one has te bear in mind that at pre and after school times there are many children walking to and from school either alone or with parents. The proposed construction of 38 Lockers park

lane, the corner of which comes up to the boundary is going to further restrict visibility at the intersection.

Proposed construction of 36 Lockers Park Lane

This area of Hemel Hempstead enjoys many historic features dating back to the period when this area was part of Lockers Park, especially the historic trees along Lockers Park Lane and Pinewood Gardens. There are 2 historic Cedar Trees along the border with Lockers Park Lane and another Cedar plus a substantial Lime tree on the other side of the service road at the rear. These trees are covered by tree preservation orders and as such need to be protected. There is also in the rear garden an old and historic apple tree which dates back to when this area was part of the orchard for Lockers Park, unfortunately this tree falls between 2 TPO areas and is not protected and will be removed.

The ground in this area is clay on chalk. The foundation of no 36 will have to go down to a depth of 1 - 2 meters to reach the chalk level. The site plan and arboricultural report show the calculated area of the roots come up to the foundation line of the proposed new building. These trees still have another 100 years of life if protected and there appears to be no provision for future growth which could destabilise these trees and put them at risk. Does this mean that at a later date the council will come under pressure to remove the trees?

The construction of these houses would constitute a considerable loss of privacy for us and our neighbours. Our gardens will be overlooked by the height of the 3rd. floor of nos. 38 and 2 and also from no 36. The argument put forward that by canting the house a few degrees will solve this problem we find completely unsatisfactory

The exit for Lockers Park School is in front of this house, there are a large number of vehicles exiting the school especially at peak times plus all deliveries to the school enter through this gate which includes large lorries and vans which can have difficulty turning adding to the congestion. The Council in Core Strategy Policies CS8 (Sustainable Transport) and CS9 (Management of Roads) are committed to reducing the number of private cars by encouraging the use of buses bicycles and walking. There is a limited bus service from Warners End Road which goes via a roundabout root between the station and the town centre (nos. 3 & 4) or the H 10 from Beechfield Road. All these services are infrequent (bus maps enclosed). Due to the location of this development in one of the highest areas of Hemel Hempstead one would have to be very fit to ride a bike from the town or station and walking as I know from my own experience is a long hard climb.

We also have grave concerns as to the loss of security, we have already been burgled twice in the last 10 years as was the previous owner of no. 2, and that was with locked gates and a 1.8 meter fence along the boundary. If the proposed development is carried out, the rear of our property is going to be exposed especially to opportunistic crime.

The environment

The gardens of nos. 2 & 4 Glenview Road are a very important wildlife resource for a large number of birds, animals and other creatures.

Two main strategic wildlife corridors run through Hemel Hempstead, One runs down the River Bulbourn and the Grand Union Canal and the other along the River Gade through Gadebridge Park The Watergardens to join up with the Bulbourn at Two Waters. (maps enclosed). The gardens of nos. 2 & 4 are the start of a green chain

which runs from the wooded area of Pinewood Gardens, the grounds of Lockers Park School and the adjacent fields and woods, behind the Collette School to Gadebridge Park to the River Gade Strategic Wildlife Corridor.

Dacorum Borough Council through its Core Strategy Green Infrastructure Policy CS 26 is committed to the protection of the Green Infrastructure Network, the Conservation and Restoration of Habitats and Species and the strengthening of Biodiversity corridors. The Council as part of its Biodiversity Policy acknowledges that the increase in the fragmentation of habitat needs to be addressed. These Policies are being put at risk by this garden development.

The gardens of nos.2 & 4 are wildlife havens for many animals and invertebrates. They are regularly visited by foxes badgers squirrels hedgehogs plus there are the usual field mice etc, the common frog and toads are also to be found. There is also an abundance of birds and bats, the mature gardens and shrubs giving ample feeding and nesting opportunities, in no. 4 the blue tits often use the nest box on the end of my garage and the collar doves have nested many times in my bay tree. Herts and Middlesex Wild Life Trust encourage us to have a Living Landscape with Wildlife Friendly Gardens. This development will remove this by the removal of all the shrubs forming the boundary of the garden with its natural supply of fruits, seeds and nesting opportunities. Once this has gone so will a good proportion of the wildlife.

Dacorum Borough Council recognises in Core Strategy Policy CS 10 that not all gardens are suitable for development and this development is a case in point.

We urge the Council to consider their responsibility under the Human Rights Act in particular Protocol 1 Article 1 which states that a person has the right to peaceful enjoyment of their possessions which include their home and other land. We believe this development would have a dominating impact on us and our right to the quiet enjoyment of our property. Article 8 of the Human Rights Act states that a person has the substantive right to respect for their private and family life. In the case of Briton vs SOS the courts reappraised the purpose of the law and concluded that the protection of the countryside falls within the interests of Article 8. Private and family life therefore encompasses not only the home but also its surroundings.

Yours faithfully

P S we reserve the right to add additional objections at a later date.

Additional documents included
Additional documents

Further comments received 5th December 2019:

I have studied the revised plans to alter the access road serving the rear of Glenview Road and Sunnyhill Road.

The proposed widening of the entrance access from 3 to 6 meters aprox is misconceived. There is an existing lamp post in the middle of the proposed widening, this is a valuable asset to the residents of Glenview Road and Sunnyhill Road using this road during the hours of darkness and also providing additional light for the parents and staff exiting from Lockers Park School.

The proposal to lay "grasscrete" in the widened area requires that the curb is lowered and the ground level lowered, including the pavement causing potential damage to the root systems of the protected trees.

The widening of the entrance is going to encourage vehicles including HGV's to cut the corner driving over the "grasscrete" which is not designed to carry such levels of traffic.

Our objections of the 22nd. Of October 2019 still apply.

Further comments received on 12 January 2020 (copy of letter to County Ecologist from neighbour):

Dear Mr Richards

With reference to your letter of the 20th. Dec to Sally Robbins I would like to make the following comments without prejudice.

We moved into number 4 Glenview Road in January 1978, the houses had been built in the mid 30's Numbers 2 & 4 being built first for the use of the original builders and the rest of the houses were then build in phases going down to Sunny Hill Road and then along the top of Sunny Hill until outbreak of the 2nd. World War brought development to a halt.

When I moved into number 4, 6 months after the previous owners of number 2, there were 3 mature apple trees in the garden of number 2 and 1 mature pear tree in our garden. These trees were of considerable size and were considerably older than 45 years or so that the house had been built. Regrettably 3 of these have now been lost due to old age, disease and deterioration. I was privileged to meet a couple of the original owners in the past and it was always understood that the houses were built on the site of an old orchard. As in the past it was common practice that a site where fruit trees were planted was also used for grazing animals the use of the description Paddock is understandable. If required I am able to mark the position of these trees on the sitemap for your reference.

As you are aware Hammerfield North is located between 2 Strategic Wildlife corridors. 1 which runs along the Bulbourne River and Grand Union Canal and 2 the River Gade and the Gade Valey meeting at Waters End. The site in question is part of a Green link between Gadebride Park crossing Warners End Road, Bury Hill and the playing fields of Lockers Park School to Pinewood Gardens, Glen View Road and on through the school grounds to the Cemetery. This wonderful area of integrated wildlife habitat is home to a large number of animals from Badgers and Foxes down to hedgehogs small rodents and a great number of insects. It is also a valuable source of food for many species of Birdlife due to the large variety of Trees Bushes and Shrubs which also provide safe nesting sites.

With regard to the ecological survey carried by AAE Consultants obviously in January it would be unlikely to detect any bat activity as they will be hibernating at that time of the year. Also a visual inspection of the loft area of number 2 would be inconclusive as the loft has been fully lined with hardboard. I do not profess to be an expert on bats but I do know that they are in the area and as such need to be considered.

We understand that Councils are under pressure from Central Government to build new houses, but this should not be at the expense

of our valuable historic integrated environment and a balance needs to be struck.

Yours Sincerely

Further comments received (21/01/2020):

We have studied Hertfordshire Highways report of the 9/1/2020 and would like to make the following comments.

Hertfordshire Highways are responsible for road safety in the County but in this case have failed to take into account the serious concerns that all the residents and the School have. The fact that it is a 30mph. road and the fact that they have no records of anyone being killed or injured in the last 5 years, therefor by implication the road is safe completely irresponsible. This is a very busy and complex junction with the T junction of Lockers Park Lane and Glenview Road, the exit and entrance to Lockers Park School and the service road to houses in Glenview Road and Sunny Hill Road in close proximity.

It would appear that this has been a paperwork exercise and there has been no physical inspection by Hertfordshire Highways.

Yours sincerely

Further comments received (28/01/2020):

I would like to submit comments / objections to the revised plans submitted by the developers of the above to be in addition to my previous objections.

Proposed loft extension to 2 Glenview Road.

The revised plans show that the developer proposes to raise the roof line by approximately 1 meter with the resultant roof apex being moved back towards the rear. The new base of the proposed rear roof is shown as extending back 1 meter past the existing roof line to terminate 1/3 rd. of the way along my flat roof. This new roofline with its velux windows overlooking the road is completely out of character with the existing streetscape with a resultant loss of privacy and dominance over the existing properties. Dacorum Borough Council have vigorously resisted such loft extensions in the past on the grounds that they were out of character with the existing houses.

4 Glenview Road

4/00948/95/4 loft extension (appeal dismissed)

4/00430/95/4 loft conversion and rear dormer (refused)

Proposed new property 38 Lockers Park Lane.

The revised plans for the construction of an end of terrace house adjoining to number 2 with its entrance onto Lockers Park Lane will spoil the character of a pair of iconic 1930's semidetached houses and turn them into a terrace. The new house where it faces Glenview Road would go up to the land boundary with Lockers Park Lane going right over the natural building line of all the other houses in Lockers Park Lane and restricting visibility at the road junction. The roof line of the new house will be higher than the proposed roof of number 2 and the building will completely dominate the all the other surrounding houses taking away their privacy. A similar proposal by 28 Glenview Road 4/00188/91/4 a two story side extension to create a new dwelling was refused for the following reason:-

"The development, by reason of its prominence, mass and design would seriously detract from the visual amenity of the street scene and existing dwelling houses."

This reason for its refusal in my opinion is fully relevant to this application now.

Proposed new property 36 Lockers Park Lane.

The proposed location of number 36 in the existing garden of number 2 is based on the Arboricultural Impact Assessment produced by Trevor Heaps dated the 2nd. August 2019. His report is based on BS 5837 2012 in which the root protection area for a tree is calculated by the circumference of the tree at 1.5 meters above ground level multiplied by 12 which gives the following results for the root protection areas.

Tree diameter meters	Root protection area meters
T1 0.530	6.36
T2 0.650	7.80
T3 0.710	8.52
T4 0.650	7.80

There are also 2 other approved methods of calculating the root protection area and they are half the height of the tree or canopy spread plus 1 meter.

These produce the following results using Trevor Heaps figures :-

Tree area (1/2 height) meters	Height in meters	Root protection area meters
T1	20 meters	10
T2	25 meters	12.5 meters
T3	25 meters	12.5 meters
T4	25 meters	12.5 meters

Tree area plus 1 meter)	Canopy spread	Root protection area (Canopy spread plus 1 meter)
T1	6.5 meters	7.5 meters
T2	6.5 meters	7.5 meters
T3	6.5 meters	7.5 meters
T4	5.0 meters	6.0 meters

BS 5837 is a minimum root protection area but is not a one system fits all as there is much variation between species of tree as to height, trunk girth, and canopy spread and is a guide only Best practice for the trees health and well being would be to take the greater distance of all the calculations.

Leeds City Council produced "Guideline Distances from Development to Trees" (which has been forwarded to Sally Robbins by Mr D. Carvell). In their "Dimensions Table Recommended Minimum Distances of Build Development to Trees" for a "cedrus deodara" (T1, T2 and T3) for a tree of 18 meters in height the recommended distance from a building is 14 meters (1/2 height).

Best practice for the health and safety of the trees would indicate that the root protection area should be calculated on ½ the height of the tree, therefore the root protection area would cover a good part of footprint of the building.

Rear access road for Glenview Road and Sunny Hill Road

Tree roots within the root protection area are mainly located in the top 15 to 25 centimetres (6 to 10 inches) of the soil. The proposed widening of the rear access road to provide entry to the parking area would require the excavation and lowering of a considerable area of the root protection areas of T2, T3 and T4 causing damage to the root systems of those trees and should not be permitted to protect the health of those trees. I have concerns that the proposed use of "grasscrete" to provide a road surface would be unsuitable for the level of traffic entering and leaving the access road and get churned up causing further damage to the trees root systems.

It is also proposed to use this product in the parking areas. As the ground level in this area of the garden is higher than the roadway it would involve the lowering of the ground which are in the root protection areas of T3 and T4 putting their root systems at high risk of damage

Best practice for the health of the protected trees should be to protect the root systems of these valuable and historic trees to ensure their continued health and wellbeing.

Ecology

We are very concerned that Hertfordshire Ecology appears to imply that the wildlife using the gardens of numbers 2 and 4 are relatively common and their use of the site is unlikely to outweigh the proposals for development "in the current climate". Does this mean that our local wildlife is unimportant and Central Government pressure to build houses on every single piece of land over rides the concerns of all the residents who have to live with the consequences of such a development.

Hertfordshire Ecology admit that there are bats in the location, under guidelines published by the "Bat conservation Trust" when there are bats in the area there should be a stage 2 investigation which can only be carried out during periods of activity ie. April to September, this has not been mentioned.

Road Safety

All the residents including the school are gravely concerned with the affect that this development is going to have on the safety of the roads in the area. Hertfordshire Highways conclusion that as nobody has been killed or injured in the last 5 years and that as there is a 30 MPH speed limit in place the road is by inference safe, ironic.

The site at 2 Glenview Road is located at the junction of Glenview Road and Lockers Park Lane. Diagonally opposite the junction is the exit / entrance to Lockers Park School and diagonally opposite that is the service road for the garages of Glenview Road and Sunny Hill Road and then in a short distance you have the entrance / exit to Pinewood

	<p>Gardens. The road curves from Pinewood Gardens to past the junction with Glenview Road and as such has restricted visibility. Glenview Road is a well used rat run with high volumes of traffic at peak times which when combined with the traffic from Lockers Park School, the garages in Glenview Road / Sunny Hill Road, Pinewood Gardens and the through traffic along Lockers Park Lane makes for a very busy section of road which combined with children on the pavements is potentially dangerous.</p> <p>Conclusions This proposed development has been vigorously opposed by the local residents, 61 of them have signed a petition objecting to it, which has been delivered to Sally Robbins at the planning office. This development is not suitable for this area because of the above reasons and should be rejected. Yours sincerely</p>
<p>6 SUNNYHILL ROAD HEMEL HEMPSTEAD HP1 1SZ</p>	<p>I strongly oppose this application for the following reasons. The site is currently a garden and as such development of it is contrary to our council's manifesto. The site is on a dangerous junction between Glenview Rd and Lockers Park Lane. The parking on Glenview Rd is currently very difficult, Cars on parked on the corner cause limited view when exiting, and can only be exasperated by this scheme. The entrance/exit for Lockers Park School, which is directly opposite the proposed dwellings, is constantly in use by staff, parents and delivery lorries. The entrance is situated on a blind bend, on a busy road(especially at the start and end of the day for numerous schools in the area) The delivery lorries often have to block the road whilst manouvering to reverse into the school grounds. The building works would further compromise the safety of all concerned. There is the presence of various types of wildlife on the site such as foxes, badgers and bats. On wildlife access is obvious beneath the fence which would have to be removed to become the front of a detached dwelling. There are lots of very old trees along the front of the site which would have their roots disturbed. These points taken together are surely an indication that this is an unsuitable site for development.</p>
<p>16 GLENVIEW ROAD HEMEL HEMPSTEAD HP1 1TE</p>	<p>We object to this planning proposal on the following grounds. Disruption to local (already congested) area, car parking access at back of house for residents, traffic constraints in the area, not in keeping with other properties in the area. There is not enough parking for the residents at the moment so this would add more disruption and danger to the children in the area. Parking is a big problem in this area and cars getting up and down a very congested road is now becoming dangerous to children walking to school. Removal of trees and wildlife in the area for drainage access. Disruption to the local schools because of building work and traffic and parking problems.</p>
<p>117 Beechfield Road Hemel Hempstead</p>	<p>Dear Sirs</p>

<p>Hertfordshire HP1 1PH</p>	<p>We note with interest this application for Two new dwellings at Glenview Road. We wish to register our support and would ask you to approve this application. It provides a great opportunity for two well designed and good sized houses to be built close to Hemel Hempstead town centre.</p> <p>We know houses are in so much demand and it is refreshing to see 2 new houses being built within the town that maintain the nature and character of the existing housing and located perfectly to use the nearby schools, sports and shopping facilities within walking or cycling distances without having to need cars all of the time.</p> <p>It has our full support</p>
<p>Cllr William Allen</p>	<p>In the event of the application to develop 2 Glenview Road being successful, I would like to call it in for consideration by committee on the basis of concerns that:</p> <p>a) The three storey nature of the two properties on Glenview, introducing the first velux windows to the front of the houses and creating a small terrace will have a negative impact on the street scene of a row of two storey semi-detached 1930s houses.</p> <p>b) Wildlife and tree preservation issues would be adversely affected by the new detached property and the proposed extensive parking arrangements</p> <p>c) The intensification of traffic so close to the exit of a school on a notorious local rat run is undesirable given that at the start and end of the school day this junction is already very busy with both cars and pedestrians</p>
<p>Lockers Park School Lockers Park Lane Hemel Hempstead Hertfordshire HP1 1TL</p>	<p>Lockers Park School continues to object to this application. Our objection is to the erection of two additional properties, squeezed into a small plot on a very busy corner.</p> <p>It should be noted that for safety reasons the School is unable to allow vehicles to exit via the front entrance (opposite Heath Lane) therefore all vehicles using our School must use the rear driveway to exit all parts of our site.</p> <p>The proposed new dwellings are directly opposite this rear entrance/exit on Lockers Park Lane which is a heavily congested junction, situated on a blind bend in the road, making it difficult to see approaching vehicles from both directions. Any additional dwellings will aggravate the traffic situation, especially early in the morning when there is increased flow. All large deliveries and staff vehicles enter and exit through this rear driveway. The delivery lorries are required to reverse in to the school grounds from Lockers Park Lane and the drivers require the whole width of the road to make this manoeuvre.</p> <p>The School has already taken significant measures to reduce the risk of collision when vehicles are both entering and exiting the school via this point. We also have 'walk to school' pupils who use this entrance and their safety has been taken into consideration and must remain a high priority.</p>

	<p>Based on the plans we believe there is insufficient parking for the new dwellings. It is noted there is a significant distance between the rear parking allocations and the entrances to the properties. Residents will want to park as close as possible to their homes and will try and park outside on Glenview Road, or even on Lockers Park Lane. Visitors will be forced to do the same. Glenview Road is already oversubscribed for residential parking. Even now, there is decreased visibility at the intersection as residents are continually parking right up to the corner of the junction. Often vehicles are forced to reverse back up Glenview Road into oncoming traffic on Lockers Park Lane and there have already been accidents at this location.</p> <p>We believe the additional congestion which would be caused by this new development would overload the roadways and carries the risk of a serious accident taking place; involving vehicles and/or pedestrians.</p> <p>We therefore ask that the Planning Committee reject this application.</p>
<p>8 Glenview Road Hemel Hempstead HP1 1TE</p>	<p>WITHOUT PREJUDICE 18/10/19</p> <p>8 Glenview Road HP11TE</p> <p>Dacorum Borough Council Marlowes HPI 1DN</p> <p>For Attention of Ms S Robbins case officer</p> <p>Dear Madam</p> <p>Reference Application Ref.No 4/02321/19/FUL</p> <p>Special Regard</p> <p>i write in conection with the above planning application, i object, its not based on Best Advice, wishing to draw the councils attention to the inaccuracy of Alan Beaumont ,Ecological Survey and Trevor Heaps,Arboricultural Impact Statement, both of which understate the negitive effects.</p> <p>Having lived at 8Glenview Road for over 30 years ive taken a keen interest all aspects of the local environment ,ie wildlife , Trees ,Preservation of North Hammerfield as per HCA9,Appraisal . which is being contradicted by this application which you intend to allow.</p> <p>Having been a local authority enviromental officer myself covering ,Tree Preservation Orders ,wildlife preservation, pollution etc , dealing direct with the public,i have a keen interest in the manner and degree of cooperation the staff of the council exhibit .That also dealing with enviromental matters as a site manager, for a major london development company,site in Hampstead , project value £ 100,000000,Kew Gardens also requesting my services ,examples of a 55 year career in Horticulture.</p>

AA Environment Report

Noted that this report is very limited ,being based on only one visit at a time of year when wild life is not so conspicuous ,bats particularly being usually dormant .

Bats

Can confirm that with my bat detector , bats flying in August, feeding at dusk , seen and sound detected , area of lockers park lane , the green.

Some other more notable wild life seen by myself

Badgers ,Red Kite, Collar Dove , Green Grass Snake, Sparrow Hawk.

Large Owls

Foxes,Blue,white Tit,Crows, Jackdaw, Magpie,Hedgehog.

As you may note there are many apex predators in this list which means a large wildlife food source,ie mice, voles,pigeons,

That since the council have cutback on grass cutting common areas are more of a meadow environment, good for insects, in summer in lockers park glenview area.

without prejudice

Conclusion

That Bats are present , the large cedars next to no2 glenview road, after being inspected are perfect winter roosts for Bats,photos available

This is a high value ecological wildlife area particularly bearing in mind that indicator species ,Grass snakes, move away from areas under habitat pressure .

That the owls roost high up in the Cedars next to no2 during the day,binoculars needed

Badger habitat in the garden of no2 will be lost period.

That any development of No2 will cause disturbance due to extra light, human movement, car movement, loss garden habitat, availability of food, pollution.

Several of the above species and their habitat are subject to legislation, which is being broken clearly by any development.

This is a very brief summary of this matter ,

Aboriginal Impact Assessment by Trevor

Heaps

This report relies to a great degree on BS 5837, and so is generic largely in nature, that there is a raft of other legislation, regulations with in these bodies, enable best practice according to the law. That it is the duty of Decorum council and its named employees to make themselves aware of all such legislation in relation, possible negligence.

That the position on the plot of the detached house falls almost completely within the root protection area of cedars T2,T3,T4, half of T1 ,cedar, that the method of calculation used by said report is based on lower one of two methods, this is mistaken in this case , in that if the height of a tree divided by 2 gives a greater diameter to calculate the RPA it should be used , note drawing

That these trees stand on the crest of a chiltern ridge 404 ft above sea level being exposed to the uk prevailing wind of ssw-sw, and are heavily stressed during windy weather as seen myself ,not uncommon for branches to break off, scars on trees ,which is a danger to life.

Asymmetrical root system.,

That due to the greatly compromised root system to the east side of cedar T1, T2 due to the lower set tarmac road, which is dismissed in the report,a aysemetic root system has formed, the trees will have developed a root system that places a much greater reliance on the roots in the garden of no2 ,able to do this as undisturbed garden since 1935.

that any damage to this root area in no2 garden will seriously de stabilise the trees during storms, possible major loss of life if tree falls on house, in the mean time crown dieback would occur, as per oak tree outside 44 lockers park road,due to the allowed house, this tree has also been crown thinned and reduced due to house.

without prejudice

Furthermore, even more damage will be inflicted on root system by

The new parking permeable area cannot be installed as they will be too high to connect to track, fossel fuel runoff will contaminate ground water unless a trap is installed.

no reduction of present levels is allowed within RPA

That all needed services cannot cross RPA including the sewer, connection of this needs to be made

to lockers park lane this being limited by theTree RPA ,and the trees the other side of the road, which also prevent such service excavations , due to over capacity requested Thames Water not to allow any new connections to their sewer run ,which this application relies on, copy pertition enclosed to Thames Water.

The present garage and concrete parking area at rear of no2 glenview has reduced the cedars rooting area ,furthermore with the loss of rooting area under new house ,and the need for such roots due to aysemmetric system ,die back ,instability,will occur.

No paving ie patio,paths etc have been shown on landscape drawing , which reduces again root area, that furthermore the suggested tree planting locations may cause root damage to no 4 glenview roads foundations ,

That no allowance has been made for future increase in size ,as required in bsi5837

I have carried out a soil profile borehole to30inches 17 meters from tree t2, the result in no way reflects the assumptions made (a deep and thick profile easily dug to 1metre in the report)

Result 8 inches topsoil,then clay subsoil to 17inches then clay with flints ,30 inch chalk.

this result means that these trees are sitting on pan of chalk that stops any deeprooting, the clay nature soil is subject to compaction ,bad for trees , and low water levels for the trees during dry periods, this properly explains why for their age they are not bigger ,the cedars still have a life of over 100 years and are key trees ,thats why in 1954 orders were placed on them!!.

Under the relevant acts the trees must be taken into consideration, that all these trees have a considerable period 100years plus to live that they will not grow much taller ,but will become much broader ,as they become fully mature.

the cedars in particular will land up being lopped back in time,spreading over house, totally distroying the wonderful graceful nature of this himalayan tree,damaging one of the best collections of rare mature trees in Dacorum

Conclusions

if constructed the new detached house without doubt will have a very detrimental effect on trees as outlined ,crown dieback would occur ,with dangerous destablisation.

these are large trees and need to be shown the respect and the law fully applied to protect ,for further generations to enjoy these new houses is just one step too far .

This being a brief outline

Further comment received:

Without Prejudice
2/11/19

Dacorum Planning case officer
Sally Robbins

Dear Ms Robbins ,

Thank you for your visit on 22/10/19 at 2.15 pm,kindly attending for 45mins, you confirmed that report sent had not been read, by yourself ,which I had hoped to discuss? ,Natural England and the councils Arboriculture Dept. , were mentioned as your points of reference for you to reach a discussion .

I contacted Natural England, they confirmed by email, that you had consulted them and also what their reply to you was.

Having given NE all my information ,and several most helpful phone calls to them and talking to other residents effected directly and their concerns .

That as stated and several residents will confirm by affidavit, if necessary, there is a long record of bats living in this area,

That the three Cedars ,one lime, and oak tree, on the drawings ,are Bat roost sites of the highest category.gov.uk bats:surveys and mitigation for development projects,further more this area is connected to a wildlife planning highway.

As bats are a European protected species The Council are by law required to take appropriate steps to prevent any damage to roosts,

potential roosts, including the area around roosts, this includes such matters as lighting, human activity ,habitat such as large gardens ,which this garden is

Clearly, the building of these two houses will directly affect the Bats which are presently in decline.

Natural England further more are most interested as no License has been issued by them regarding this matter and its effect on the bats ,that also any works of any form also need a license as Grass Snakes which are present .

That The Apple Tree in the garden which is at lest 100years old is covered by bat conservation.

Natural England have requested that I contact the police, if any action is taken by any person effecting the Bat Roost in any way .contacting the Hertford Constabulary they confirmed to me ,that they have a special team to deal with such criminal action ,that if convicted a heavy fine and or imprisonment will follow ,and this illegal work irrespective of planning permission will desist immediately.

The above is a summary of the information I have ,that other, Establishment Bodies have also been contacted , regarding this vexatious matter as a whole .

Please do not ignore the above

Respectfully

Further comments received on 12 January 2020:

Further to your revised report being placed on the Dacorum planning portal , my concerns it tries to address have been increased ,That a,360 , best advice, opinion is not evident, sadly.

The Statement that there is no reason why bats will not continue to use the garden after development , is not true ,because.

The plot will be divided in 3, so moving from semi rural to heavily urbanised, each plot being well below all other garden size on Glenview and sunny hill road plots backing onto the rear track

Heavily disturbed, human movement ,pets particularly cats which can heavily predate on bats .

Very large increase in artificial light from 1 enlarged house 2 new houses which cannot be mitigated to any degree a worded condition is totally unrealistic.

Increased movement, noise , pollution , air and ground, by cars due to on site proposed parking

Affecting the humidity of the area which is within 5to 10 metres of a potential bat roost.

Directly removing the apple tree ,which clearly demonstrates being a possible roost ,check picture above , which shows a bat in knot hole, which the apple tree has several.

Disturbance of a flight lines

Your statement ,Cedars have no obvious potential as roost

The Cedars are significant mature trees being well over 100 years old over 60 feet , protection order placed on them back in 1953 historical importance there is also a mature lime tree .
Lime tree has ivy growing on trunk
Lime lost its crown and now hollow topped
Lime has knot holes
1 cedar struck by lightning
All Cedars damaged due to wind
Cedars and lime have complex growth form
Cedars have vertical abutted branches
All the above are to be found and are formal recognised by BCT for roosting that's why when a phase one survey was undertaken by a professionally competent person, trees classified as moderate to high as roost potential .
On this basis the council is required under the guidelines BCT Under Natural England to request a phase two survey.
As you know Bats have complex roosting habits through out the year, not just in the winter ,which was not pointed out by yourselves.
Pipistrellus common widespread ,
It is correct to say that since 1999 the above species due protection has stabilised and increased ,but this bats roosts has declined by 58.9% I believe the above bat from my sound detector is present , you should support any possible roost investigation .information in above pdf,

Does not provide suitable habitat for grass snakes.
When walking down the track to the rear of the site, several years ago as I started to pass the raised bank to my right I noticed, a snake on the bank , in the wild grass ,not moving any closer the snake remained still, I new it wasn't an adder as I had seen them before

On this basis your statement is incorrect regarding habitat on this site.

Low ecological value of habits present

I am pleased to stay that the residents observation's ,mine being over the last 35 year says other wise

Red Kite

That we can confirm that a red kite has been roosting in one of the cedars ,that there is a close by source of food it has found .

That I noticed last year from my bedroom window two pairs of kites in courtship fly play .

A protected bird I have contacted the Chiltern red Kite Group Who Are Most Interested ,and that any sign of nesting in the Cedars , will aggressively try to suppress disturbance .

I trust this is of interest.

Further comments received (20/01/2020):

WITHOUT PREJUDICE

Dear Ms Robbins,

The HCC,
is incorrect on several points ,that if one of their officers had visited the site ,spoken to residents would have been apparent.

That there have been several accidents at the Glenview Road Lockers Park Junction I am quite sure insurance claims have been made for personal injury ,even if the police did not attend .

The school exit is almost directly opposite the track ,and has the relevant parking restrictions .
this is not the case the other side of road next to proposed work,
its not unreasonable to say that if built the new residents will park outside their new houses
so Large Hgv Lorries every week will not be able to exit the school ,as they need the full width of road to leave .

That excavations for such works as drainage pipework for track widening ,relocated street lights,
redirecting of services found during works ,will come within the TREE ROOT PROTECTIO ZONE, WHICH WILLBE EXCEEDED ALREADY BY THE OTHER WORKS.

Herts Highways is required to take other elements such as footpaths into consideration which they have not.

As stated previously by myself a step in footpath level of around 225mm will occur, between path and track .

Under health and safety regulations this is not expectable and leaves the council open to claims if someone falls etc.

As the path is directly under the protected trees ,the path cannot be graded into the track due to tree root damage .

HH also mentions details which are not subject to planning apart from the fact that there is no storage area on site due to tree roots and their protection and the works themselves,no right of way past no 2 boundary line down the track .

a road permit would lightly not be given for storage.

Respectfully

Further comments received (28/01/2020):

Dear Ms Robbins,

The location plan on the latest amended drawing is incorrect being changed from previous location plan.

That the area within the red line is incorrect .
that according to the Land Registry the boundary for the property ends where the present close board fence is .

they do not own either the track or the ground the other side of the track up to the brick wall.

this area has at no time been attended to by no2 Glenview Road and is presently covered in ivy .

This application is false , therefore is invalid and should be rejected by the Council according to the planning red line attach

The owner has very limited rights over the track which do not include any access to any party that does not have a Glenview Road , as per legal case .
Respectfully

Further comments received (28/01/2020):

WITHOUT PREJUDICE

Dear Ms Robbins

These drawings show further damage to the trees root protection zones, by widening the track ,
As stated numerous times according to the 2 council reports and 2 other documents attached the whole of these works fall well within the root protection zones .

That The Bs 5837, Trees in relation to construction, is a crude guide ONLY to doubtful minimum RPZ , and is presently being revised to give a more accurate evaluation system according to the tree species .

I trust that Dacorum will approach this matter as a best advice view ,for the trees ,

That I have no doubt in any way that irrevocable damage will be done by this development, to these trees

The report unwittingly by Mr Heaps supports the 2 councils views that tall trees RPZ should be taken from the greatest figure given by the two different calculation methods .

If need be a very strong and a clear case will and can be made ,to fully protect these most valued trees under the law

Respectfully

Further comments received (03/02/2020):

Please find my comments regarding the above internal report ,regarding trees woodland, posted on portal .

Although these remarks are made outside the consolation period ,they could be relevant in the future in proving certain legal points .

That this report indicates yet again that the plans have not been studied, and further more the support for Mr Heaps report shows a limited knowledge of the required root protection methods now required by many local authorities and deemed to be best practice.

I know this as I have as a site manager been required to do just this on a site in London by Barnet council .

The pasted BS details in Mr Heaps report are totally inadequate ,,that in effect the whole of this site would have to be covered by a false floor method ,which is expensive ,but would protect the limited remaining tree roots .

The mitigating tree planting along the boundary line with no4 Glenview , will result in subsidence of no4 garage,

	<p>the other proposed trees roots will migrate into the 1935 sewer that runs near it ,as this age of sewer has porous joints sealed with lime putty.</p> <p>also a tree was remove near this proposed tree position due to effect on no 4 foundations .</p> <p>whatever small species of tree that maybe suggested like malus or sorbus, this damage will occur .That these proposed new trees roots and aerial parts will invade no4 garden and be cut back to the boundary line so half the aerial part of tree , will be missing and if the roots are cut accordingly the tree will fall over .</p>
<p>118 Chambersbury Lane</p> <p>Hemel Hempstead HP3 8BD</p>	<p>Dear Sirs</p> <p>We note with interest this application for three new dwellings at 2 Glenview Road.</p> <p>We wish to register our support and would ask you to approve this application.</p> <p>It provides a great opportunity for three well designed and good sized houses to be built close to be Hemel Hempstead town centre.</p> <p>We know houses are in so much demand and it is refreshing to see 2 new houses being built within the town that maintain the nature and character of the existing housing and located perfectly to use the nearby schools, sports and shopping facilities within walking or cycling distances without having to need cars all of the time.</p> <p>There should be many more new houses approved in the town area by making better use of surplus land on larger plots like this</p> <p>The design provides well spaced, low level housing which will blend in well and improve this street corner without compromising on the existing landscaping.</p> <p>This application reduces the pressure to develop and build new houses in our green spaces and on precious green belt areas outside of our town</p> <p>This part of the town has a mixture of housing and many house conversions to flats which are tall, densely populated and cluster the street with cars so it is nice to see the car spaces have been provided on plot to reduce the parking pressure from the development and the use of cycle storage areas is an absolute bonus that should also be mandatory in many, many other schemes.</p> <p>The street scene had been extended respectfully and this thoughtful better use of the space should be encouraged more in the Borough so we can have better placed, family homes to maintain the core of the town for many years and generations to come.</p> <p>Further comments received:</p> <p>I would like to register my support, for planning application at 2 Glenview Road, for 2 new dwellings.</p>

	<p>This proposal provides much needed accommodation near to the town centre, at a time when the area is desperate for new housing.</p> <p>I fully support it.</p>
<p>12 Glenview Road Boxmoor Hertfordshire HP1 1TE</p>	<p>Dear Madam,</p> <p>I am writing to let you know about my concerns regarding the proposed development at No. 2 Glenview Road, as follows:</p> <ul style="list-style-type: none"> - Notwithstanding the disruption that construction will cause to junction of Glenview Road and Lockers Park Lane, this development would bring considerable disruption to the entrance/exit of the school which is always busy with children going in and out. There are also lots of deliveries there as I understand the entrance to the kitchen is at that end and so an already difficult entrance to navigate for the lorries will be made worse. The development will also bring more danger to the pedestrians walking around that area. - The sewage system in this area is very old (from 1930 I've been told) and is already overtaxes and blocks frequently. My next door neighbour at no. 10 told me that he recently had to have a blocked drain cleared because of it. The proposed development would definitely place more strain on this system resulting in more blockages. - Parking in Glenview Road is already difficult as there are too many cars for the road. This proposed development would bring more cars which would mean existing residents wouldn't be able to find a space to park on the street. - The existing houses built along Lockers Park Lane and Glenview Road have been unchanged in appearance since they were first built. The proposed development is out of character with this existing streetscape and would therefore cause an eyesore especially the proposed no. 38 Lockers Park Lane, the location of which would encroach on the pavement. In addition the proposed Velux windows of the new development overlooking Glenview Road would be completely out of character with the existing windows and would enable the neighbouring gardens to be overlooked, removing the existing privacy. I believe this would significantly impact the enjoyment of neighbours sitting in their garden as they would be painfully aware of this fact. - I have also been made aware of the fact that the existing garden of no. 2 Glenview Road is now the home to a large wildlife population including many birds, badgers, foxes and bats to name but a few. If this proposed development was to go ahead I'm sure this significant population would be negatively impacted, a consequence which should be prevented from occurring. <p>Yours Faithfully,</p>
<p>6 Sunnyhill Road Hemel Hempstead Hertfordshire HP1 1SZ</p>	<p>I have studied the amended plans and am still of the opinion that this is a totally unacceptable development.</p> <p>The comments from the Highways Department are horrendous. Just because no one has been killed or injured around the proposed development does not change the fact that the site is dangerous to both drivers and pedestrians. I have very recently witnessed a very close miss between two cars on the blind bend. A car was exiting the grounds</p>

	<p>of Lockers Park School and a car speeding around the corner had to do an emergency stop, skidding towards the pavements where there was a mother with two young children, a mother with a toddler and baby in a pram, and several children making their way to school. I stood horrified and getting ready for the car to mount the pavement. This is not a one off occasion, I have witnessed this senerio many times. If the house is built in the garden of number 2 Glenview Road, I fully expect visitors to park outside the house making the road even more dangerous. Why wait for a person to be killed or injured, the site is unsuitable.</p> <p>Also the plan shows alterations to the access road. This is unacceptable, it is private property.</p> <p>The building is going to be higher than any of the existing houses so out of character with the neighbourhood. Also privacy is compromised.</p> <p>These objections make these plans unacceptable.</p>
<p>3 Frances House London Road Apsley Hemel Hempstead HP3 9GF</p>	<p>Letters of support Dear Sirs, I would like to register my support for planning application at 2 Glenview Road for 2 new dwellings</p> <p>I know houses are in so much demand and it is refreshing to see 2 new houses being built within the town that maintain the nature and character of the existing housing and located perfectly to use the nearby schools, sports and shopping facilities within walking or cycling distances without having to need cars all of the time.</p> <p>There should be many more new houses approved in the town area by making better use of surplus land on larger plots like this</p> <p>The design provides well spaced, low level housing which will blend in well and improve this street corner without compromising on the existing landscaping.</p>
<p>35 Crofts Path Hemel Hempstead Herts HP3 8HB</p>	<p>To whom it may concern,</p> <p>I would like to express my full support for planning application, at 2 Glenview Road. For 2 new dwellings.</p> <p>This proposal provides much needed accommodation, near to the town centre at a time when the area is desperate for new housing.</p> <p>I fully support this proposal.</p>
<p>18 Hales Park Close Hemel Hempstead Hertfordhsire HP2 4TJ</p>	<p>I would like to register my support for planning application at 2 Glenview Road for 2 new dwellings.</p> <p>This proposal provides much needed accommodation near to the town centre at a time when the area is desperate for new Housing.</p> <p>This application looks to have been well thought out and planned without impacting on surroundings, also its refreshing to see provision has been made for parking for each dwelling.</p>

	<p>It has my full support the planning application, I would also like to add that I feel the proposal will fit in well with existing buildings in terms of its layout, security, scale, height and adjoining properties, it will also help to bring families close to nearby schools and academies in a more than sustainable location</p> <p>We know houses are in so much demand and it is refreshing to see 2 new houses being built within the town that maintain the nature and character of the existing housing and located perfectly to use the nearby schools, sports and shopping facilities within walking or cycling distances without having to need cars all of the time.</p> <p>The design provides well spaced, low level housing which will blend in well and improve this street corner without compromising on the existing landscaping.</p> <p>This application reduces the pressure to develop and build new houses in our green spaces and on precious green belt areas outside of our town</p> <p>This part of the town has a mixture of housing and many house conversions to flats which are tall, densely populated and cluster the street with cars so it is nice to see the car spaces have been provided on plot to reduce the parking pressure from the development and the use of cycle storage areas is an absolute bonus that should also be mandatory in many, many other schemes.</p> <p>The street scene had been extended respectfully and this thoughtful better use of the space should be encouraged more in the Borough so we can have better placed, family homes to maintain the core of the town for many years and generations to come.</p>
<p>Lockers Park School Lockers Park Lane Hemel Hempstead Hertfordshire HP1 1TL</p>	<p>The building is directly next to a school and its exit. The building and the work required will cause huge inconvenience to traffic trying to exit and I wonder about the safety implications with so much work happening in the proximity to so many young children and cars coming through the school each morning and evening. Also, the rear exit which will be compromised also serves as the entrance for all large deliveries. The volume of traffic in a piece of road which has a blind corner as you exit the school, has a junction directly opposite and cars coming through regularly is just too much. Just look at the configuration of roads and buildings, there is too much happening, it can't be safe.</p>

Item 5d 19/03033/FUL

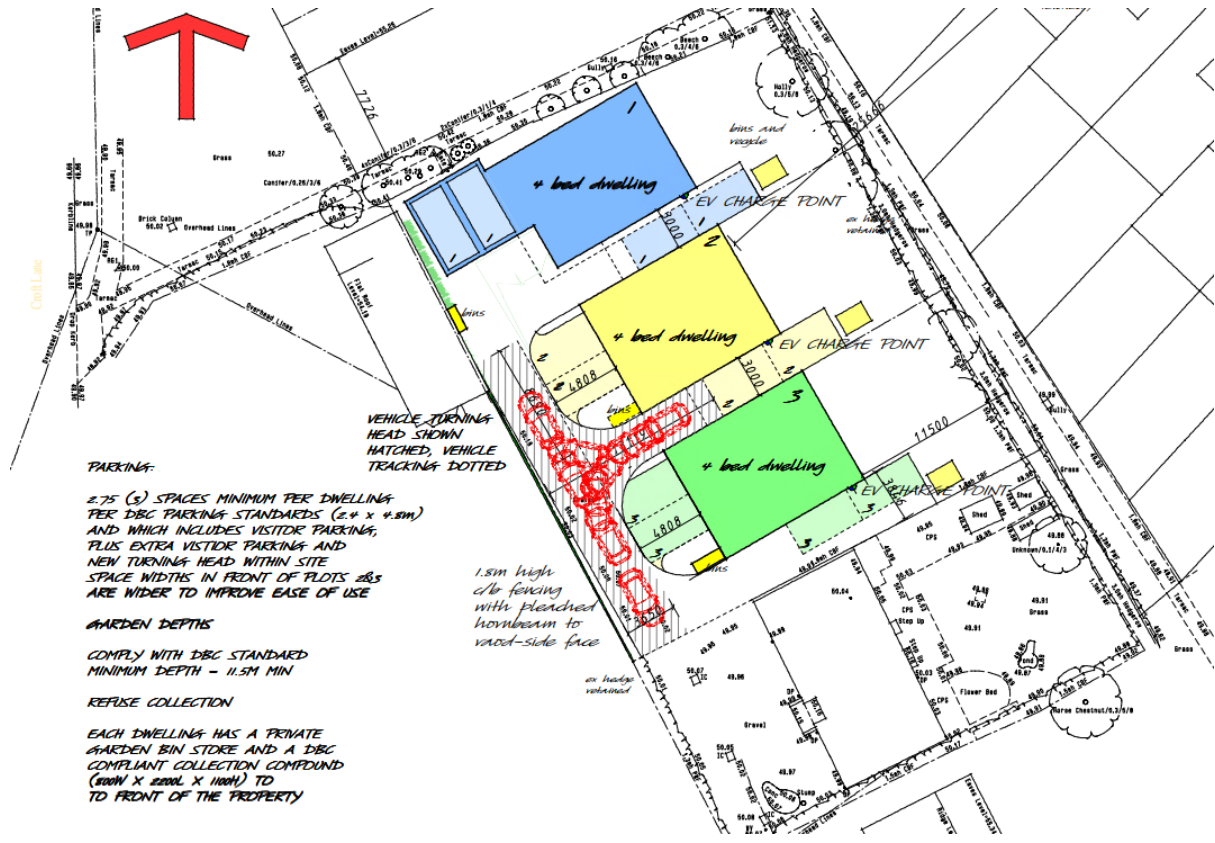
Demolition of existing semi-detached dwelling and construction of three dwellings

The Orchard, Alexandra Road, Chipperfield. Kings Langley



Item 5d 19/03033/FUL

Demolition of existing semi-detached dwelling and construction of three dwellings
The Orchard, Alexandra Road, Chipperfield. Kings Langley



ITEM NUMBER: 5d

19/03033/FUL	Part demolition of semi-detached cottage, garage and outbuildings and construction of 3 new detached dwellings	
Site Address:	The Orchard Alexandra Road Chipperfield Kings Langley Hertfordshire WD4 9DS	
Applicant/Agent:	Mr O'Farrell	
Case Officer:	Robert Freeman	
Parish/Ward:	Chipperfield Parish Council	Bovingdon/ Flaunden/ Chipperfield
Referral to Committee:	The application is referred to committee given the concerns of the Parish Council.	

1. RECOMMENDATION

That planning permission be **GRANTED**

2. SUMMARY

2.1 The proposals are considered to result in a high quality residential scheme which would contribute to the housing needs and sustainable growth of the small village of Chipperfield. The proposals would make better use of land within the village without causing significant harm to the residential amenities of neighbouring properties or the overall character and appearance of the village. The modest intensification in the use of the site and access to it would also not prejudice matters of highways safety. Accordingly the proposals would be considered to meet the overall aims and objectives of planning policy as expressed in Policies CS6, CS8, CS1, CS12 and CS27 of the Core Strategy and Saved Appendices 3 and 5 of the Dacorum Borough Local Plan 1991-2011.

3. BACKGROUND

3.1 The application was previously considered by the Development Management Committee on the 15th August 2019. The officer report is attached at Appendix C of this report. At this meeting members decided to refuse planning permission contrary to the officer recommendation for the following reason:

“ The proposed development, by reason of the size of residential units, their site coverage, poor layout, the substandard and inadequate parking, access, turning and refuse collection arrangements would be an overdevelopment of the site, harmful to the character and appearance of the village, local highway safety and amenity contrary to Policies CS8, CS11 (a) CS12 (a) (b) (c) (g (i, iii, iv and vi)) of the Core Strategy and Saved Policy 58 and Appendices 3 and 5 of the Dacorum Borough Local Plan 1991-2011”

3.2 This scheme is now subject to a planning appeal.

3.3 The applicants have made the following amendments to the plan to address these concerns:

- Plot 1 has been redesigned to incorporate a double garage, thus avoiding any need to park to the front of the property. The floor plans and elevations have been amended accordingly.
- The width of the access road within the site has increased from 2.75m to 3.65m to ease turning into parking spaces at the front of plots 2 and 3
- The bin and recycle stores have been positioned closer to the houses and their size has been increase in line with the Refuse Storage Guidance Note and
- The width of parking bays have been increased above the standard 2.4m x 4.8m to plots 2 and 3.

4. REPRESENTATIONS

Consultation Responses

4.1 These are reproduced in full at Appendix A

Neighbours Notification/site notice responses

4.2 These are reproduced in full at Appendix B.

5. CONSIDERATIONS

5.1 The amended scheme is considered to have satisfactorily addressed the concerns of members (see above) and as a consequence of these amendments the proposals should now be recommended for approval.

5.2 There are no objections from the highway authority in relation to the scheme which is considered to be acceptable in highway safety terms.

5.3 The conclusions reached in the committee report at Appendix C remain valid; namely that the scheme is acceptable in its design, impact on neighbouring property and impact on highways safety.

6. RECOMMENDATION

6.1 That planning permission be **GRANTED** subject to the following conditions.

Condition(s) and Reason(s):

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. No development (excluding demolition/ground investigations) shall take place until details 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. Please do not send materials to the Council offices. Materials should be kept on site and arrangements made with the Planning Officer for inspection.

Reason: To ensure satisfactory appearance to the development and to safeguard the visual character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

3. No construction of the superstructure shall take place until full details of both hard and soft landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:
 - o all external hard surfaces within the site;
 - o other surfacing materials;
 - o means of enclosure;

- o soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs;
- o minor artefacts and structures (e.g. furniture, play equipment, signs, refuse or other storage units, etc.); and
- o retained historic landscape features and proposals for restoration, where relevant.

The planting must be carried out within one planting season of completing the development.

Any tree or shrub which forms part of the approved landscaping scheme which within a period of 5 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.

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as required by saved Policy 99 of the Dacorum Borough Local Plan (2004) and Policy CS12 (e) of the Dacorum Borough Council Core Strategy (2013).

4. The development hereby permitted shall not be occupied until the arrangements for vehicle parking, circulation, loading and unloading shown on drawing No. 2708.54A shall have been provided, and they shall not be used thereafter otherwise than for the purposes approved.

Reason: To ensure the adequate and satisfactory provision of off-street vehicle parking facilities in accordance with Policies CS8 and CS12 of the Core Strategy and Saved Appendix 5 of the Local Plan 1991-2011.

5. No development, shall take place until a Phase I Report to assess the actual or potential contamination at the site has been submitted to and approved in writing by the Local Planning Authority. If actual or potential contamination and/or ground gas risks are identified, further investigation shall be carried out and a Phase II report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. If the Phase II report establishes that remediation or protection measures are necessary, a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.

For the purposes of this condition:

(i) A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.

(ii) 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.

(iii) 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 risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and

ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 178 and 180 of the National Planning Policy Framework (2019).

6. All remediation or protection measures identified in the Remediation Statement referred to in Condition 5 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 risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 178 and 180 of the National Planning Policy Framework (2019).

7. Prior to the commencement of the development hereby permitted details of a surface and foul water drainage system shall be submitted to and approved in writing by the local planning authority. The surface water drainage system shall be a sustainable drainage system and shall provide for the appropriate interception of surface water runoff so that it does not discharge into the highway or foul water system. The development shall be carried out and thereafter retained fully in accordance with the approved details.

Reason: To ensure that the site is subject to an acceptable drainage system serving the development in accordance with Policies CS31 and CS32 of the Core Strategy.

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

- 2708.50 - Location Plan
- 2708.53 - Proposed Site Plan
- 2708.54A - Parking Plan
- 2705.55 - Boundary Plan
- 2708.56 - Floor Plans to Plot 1
- 2708.57 - Elevations to Plot 1
- 2708.58 - Floor Plans to Plots 2 and 3
- 2708.59 - Elevations to Plots 2 and 3
- 2708.60 - Street scene

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

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments

Local Parish	PC: OBJECTS for the reason of overdevelopment of the site. Reduced dwelling size and/or quantity will improve layout, parking, access, turning and thus reduce harm to the character and appearance of the village.
Hertfordshire Highways (HCC)	<p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.</p> <p>INFORMATIVES:</p> <p>1. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: http://www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047.</p> <p>2. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website http://www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047</p> <p>3. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-and-developer-information.aspx.</p> <p>COMMENTS</p> <p>This application is for: Part demolition of semi-detached cottage, garage and outbuildings and construction of 3 new detached dwellings</p> <p>ACCESS</p> <p>The site is located at the far end of Alexandra Road, which is a private road not maintained by HCC as Highway Authority. It leads off Langley Road, which is an unnumbered "C" classified road, the C74, so vehicles are required to enter and leave the highway in forward gear.</p>

	<p>No new or altered vehicular or pedestrian access is required and no works are proposed in the highway.</p> <p>PARKING</p> <p>Each property will be provided with an integral garage and two or more parking spaces outside. There is adequate space on site for vehicles to turn to be able to enter and leave the highway in forward gear.</p> <p>WASTE</p> <p>Arrangements have been made for the storage and collection of waste.</p> <p>CONCLUSION</p> <p>HCC as highway authority considers that the proposals would not have a severe residual impact upon highway safety or capacity, subject to the informative notes above.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>I am able to confirm that there is no objection to the proposed development, but that it will be necessary for the developer to demonstrate that the potential for land contamination to affect the proposed development has been considered and where it is present will be remediated.</p> <p>This is considered necessary because the application site is understood to have had a commercial land use prior to its current residential land use and as such the possibility of ground contamination cannot be ruled out at this stage. This combined with the vulnerability of the proposed end use to the presence of any contamination means that the following planning conditions should be included if permission is granted.</p> <p>Contaminated Land Conditions:</p> <p>Condition 1:</p> <p>(a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.</p> <p>(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:</p> <p>(i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;</p> <p>(ii) The results from the application of an appropriate risk assessment methodology.</p>

(c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.

(d) This site shall not be occupied, or brought into use, until:

(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

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.

Condition 2:

Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

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.

Informative:

The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers

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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
40	8	2	6	0

Neighbour Responses

Address	Comments
3 Alexandra Road Chipperfield Kings Langley Hertfordshire WD4 9DS	<p>Following the recent Parish Council meeting 21/01/2020 of which we attended and listened to both sides, we have reviewed the revised plans and appreciate the endeavours made to answer objections and concerns to date. It must be noted that the applicant is proactively willing to work with the community in the adjoining Alexandra Road (a private Road of which is the only entrance and exit into The Orchard site) both pre, during and post planning, of which it is gratefully noted as professional property development.</p> <p>Unfortunately whilst we do not object to the essence of 'a' redevelopment, we would still strongly believe that improvements to plans are required - and achievable - in the A) the scale of build and B) the turning and parking provisions on the site.</p> <p>Please note that reports of soak away and flooding issues brought to our attention due to build are concerning but again we require further guidance to substantiate this and will remain open in mind to explanations and suggestions.</p> <p>Put simply our main remaining concerns are the overdevelopment of the site size versus scale of the current proposed builds x 3: and the inevitable living conditions that a lack of vehicle movement and parking will incur for all parties - new and existing residents of the adjoining (and only access route to development site) Alexandra Road. The area is already utterly over populated as shown in previous photographs provided.</p> <p>We remain open minded in consulting formally together with the applicant and relevant authorities in a solution driven manner to overcome the above and achieve a happy outcome for all parties. In goodwill we therefore express our concerns today as neutral.</p> <p>Mr & Mrs Watts</p>
Molly Ash Alexandra Road Chipperfield Kings Langley Hertfordshire	Proposed scheme is an over development and there is inadequate access via Alexandra Road from the public highway.

WD4 9DS	
<p>Milford Croft Lane Chipperfield Kings Langley Hertfordshire WD4 9DU</p>	<p>I received an email from Mr C O'Farrell on the 14th December which stated the following</p> <p>"Anyway your concerns have been dealt with 1.8 metre fence and then Pleaches hornbeams. The pleached means they grow flat. They are very good and will be at improvement in privacy. As mentioned no stone driveway. A nice silent road surface. Just havent chosen yet"</p> <p>I can see from the application documents (Plans/Drawings - Parking Plans), submitted 21.01.20. 1.8m high c/b fencing with pleached hornbeam to road-side face</p> <p>But what I cannot see from the application documents (I may have inadvertently missed this as there are a lot of documents to wade through) submitted 21.01.20 any mention of a silent road surface. Should this and the above paragraph content have been put on a newly submitted Planning and Regeneration Form, stating this?</p> <p>On the application documents submitted 28.11.19 (Planning and Regeneration Form - Applicationformredacted) Section 7. Vehicle access and hard standing Description of existing materials and finishes (optional): gravel Description of proposed materials and finishes: gravel and brick paviors</p> <p>If the above concerns are put in writing or on official forms, for the above planning application (19/03033/FUL) and then submitted to Dacorum Borough Council then please consider this a neutral comment to the above application, as Mr O'Farrell has been kind enough to enter into discussions with myself to find a conciliatory solution to a substantial number of my objections to the above application.</p> <p>In conclusion, I would have preferred an application for just 2 houses but from the point of view of the person putting in the planning application, 3 houses would generate more income so I understand where he is coming from. Would have been happier if on the Section Plan Document, Plots 2 and 3, the roof heights of these houses were to have been the same height as (or lower) Fircroft, Alexandra Road, the house next to plot 3.</p>
<p>34 Croft Close Chipperfield Kings Langley Hertfordshire WD4 9PA</p>	<p>I attend a Parish Council Meeting on 28 January 2020 as this process has been on going for such a long time that I felt it prudent to attend and understand the requirements that were needed to try and fit into the Community / Planning of Chipperfield.</p> <p>The plans were also incorrect and I appreciate that we (opposing) were at a loss as we only had the old Scheme.</p> <p>It is now fully loaded, as there have been problems with Dacorum's portal.</p> <p>It was a well attended meeting and taken in good stead by all despite mutterings from both sides during each others five minutes of time to put the cases forward.</p>

It certainly maintained that this is an over development of the area again.

Despite advice of making the application smaller, maybe only one/two new dwellings and amending the semi detached house on site, this has been given no consideration.

Despite all the facts about the parking meeting the criteria of Dacorum Council and the National Criteria, the point has been missed as this is a private road that they have access over to the new development, so it meets nothing as its not in the public domain.

The case was out that the room for vehicles was the same at the school (The Common) outside Blackwell's and comparison's were made to school traffic.

Councilor Roberts has been made aware of the near misses of children being nearly hit and so it is a complete red herring to compare the measurements.

The parents have recently met with the Headmistress to voice their concerns about the lack of space with parking outside Blackwell's when collecting or dropping.

The Yellow Zig Zag line are to be repainted to try and slow the traffic and stop parking

This is a village which is car bound, as pointed out, and living in the village has compromises that were not even discussed.

I do feel that currently the hedge that is protecting Croft Close is currently not being maintained and can be removed at any point so I have the safeguarding issue of being overlooked into childrens's bedrooms.

Building control / regulations change and so roof heights are on the increase and so Croft End Road residents as well as Croft Close (35 - 30) will be overlooked so loss of sunlight and privacy come into play yet again.

Alexandra Road is a private road about 52 m in length with no turning head. Many of the houses do not have off street parking. On the south eastern side parking is on the road and on the south western side the hard surfaced front gardens are used for parking and in most cases there is insufficient space to prevent encroachment onto the road.

This reduces the width of the road and essentially only permits one way traffic.

Many residents are obliged to reverse when exiting the road and turning within a limited area to the rear of the coffee shop at the junction with Chapel Croft.

The severe lack of space on the proposed site will mean visitors' cars and delivery vehicles reversing the length of Alexandra Road.

	<p>As a parent, we have a Lollipop Lady, who has tripped and fell on the thresh hold to Chapel Croft, so much so that the Council have re surfaced only the top of the road, as the rest is Privately owned.</p> <p>The lack of accessible parking in the proposals and therefore inadequate parking for the development will inevitably lead to illegal parking on Alexandra Road and turning on residents' driveways, and will add to the severe congestion from which the road already suffers and cause demonstrable hardship to the residents' living conditions.</p> <p>The increase in vehicle movements will add to safety risks both in the road and on exiting the road onto the main highway.</p> <p>Whilst understanding that Alexandra road is an un adopted road, the Council has a responsibility to consider the living conditions of the residents.</p> <p>In rush hour, and weekends with out the lollipop lady you take a run with the devil to cross safely as cars are parked using the news agent and Cake Shack.</p> <p>This is still an overdevelopment of the space, and I cannot support it.</p>
<p>Archways Alexandra Road Chipperfield Kings Langley Hertfordshire WD4 9DS</p>	
<p>Ivy Cottage Alexandra Road Chipperfield Kings Langley Hertfordshire WD4 9DS</p>	<p>Ref: 19/03033/FUL Part Demolition of Semi-detached Cottage, Garage and Outbuildings. Construction of Three New Four Bedroomed Detached Dwellings. The Orchard, Alexandra Road, Chipperfield WD4 9DS</p> <p>This is the third of three very similar applications from Mr O'Farrell, the previous two of which were rejected in August 2019 and December 2018 respectively, on the basis of the excessive size of residential units, their site coverage, poor layout, the substandard and inadequate parking, access, turning and refuse collection, all of which were viewed as an overdevelopment of the site, harmful to the character and appearance of the village, local highway safety and amenity, contrary to Policies CS8, CS11 (a), CS12 (a) (b) (c) (g (i, iii, iv, and vi)) of the Core Strategy and Saved Strategy 58 and Appendices 3 and 5 of the Council Local Plan 1991-2011. This current application is only minimally altered from the previous two applications but occupies at least a 20% greater site coverage than the first application. The current application clearly constitutes overdevelopment and should be rejected.</p> <p>There are major concerns in regard to parking and turning provision for occupants, visitors and delivery vehicles. The Council's Local Plan 1991-2011 (adopted 2004) identifies the need for 75-100% car parking provision in Zone 4 into which Chipperfield falls. That is, three spaces</p>

per four bedroom house. I would presume this means accessible spaces. This current application shows 9 parking spaces but these are mostly in tandem with almost impossible turning and manoeuvring circles. At least three of these spaces would be impossible to access. There is no visitor parking and no parking for delivery vehicles. Bearing in mind that three four bedroomed houses are likely to have a number of visitors, and delivery from internet orders is growing in magnitude, the lack of space and room to manoeuvre will make life difficult for all involved.

There is a turning head shown in the application but this does rely on only one vehicle ever wishing to turn at a time (unlikely to always be the case) and as such there is likely to be a lot of reversing to be done. If this was a site to which the entrance was wide open with plenty of room for vehicles to park/ turn before entering there would not be such a problem, however, the entrance to the site is very narrow permitting only single file traffic and is at the end of Alexandra Road which is extremely congested with no parking or turning other than residents' drives/frontages.

Alexandra Road is a private road about 52 m in length with no turning head. Many of the houses do not have off street parking. On the south eastern side parking is on the road and on the south western side the hard surfaced front gardens are used for parking and in most cases there is insufficient space to prevent encroachment onto the road. This reduces the width of the road and essentially only permits one way traffic. Many residents are obliged to reverse when exiting the road and turning within a limited area to the rear of the coffee shop at the junction with Chapel Croft. The severe lack of space on the proposed site will mean visitors' cars and delivery vehicles reversing the length of Alexandra Road. The lack of accessible parking in the proposals and therefore inadequate parking for the development will inevitably lead to illegal parking on Alexandra Road and turning on residents' driveways, and will add to the severe congestion from which the road already suffers and cause demonstrable hardship to the residents' living conditions. The increase in vehicle movements will add to safety risks both in the road and on exiting the road onto the main highway.

Whilst understanding that Alexandra road is an unadopted road, the Council has a responsibility to consider the living conditions of the residents. In an essentially single track road that is already full to capacity the addition of the amount of traffic which this proposal would lead to is completely unmanageable.

Since the public has passed over Alexandra Road for a period in excess of 20 years it has become dedicated to public use as a highway. However this does not mean that the public have a right to park in the road, this is only permissible to residents who have a road frontage. Parking without permission is trespassing and a civil wrong. Although a civil matter the planning authority has a duty to ensure there is adequate parking provided in the scheme to meet the needs of the development in order to avoid violation of the legal rights of the frontages.

A second concern regarding the application relates to potential flooding. There is a fall to Alexandra Road in a northerly direction and as a result during heavy rainfall flooding used to occur affecting the houses at the northern end of the road. This was exacerbated by the construction of a concrete driveway to The Orchard which is covered in shingle, which raised the level of the driveway and made no provision for drainage. To help to address the problem the occupiers of Molly Ash and Archways had the end of the road excavated to a depth of 0.3 m and backfilled with porous material. However, recent heavy rainfall has seen the road again flowing with water and as a resident whose house lies some feet below the level of the road, I am very concerned about the effect of the additional hardstanding that is proposed in this development as clearly this will lead to a decrease in areas where water can run into the ground. The road does not have a sustainable drainage system and as such a condition of any planning permission should be a full risk assessment of the effect of this proposal on potential flooding of the road/properties.

A further concern relates to the durability and strength of the road surface itself. Alexandra Road is an unmade, unmetalled road. As such, by definition, the road cannot sustain a lot of weight. A number of utilities pass under the road including gas, water, sewage and electricity. At the northern end of the road the utilities are covered by loose shingle, as this part of the road was excavated a few years ago, and so is likely the most fragile. As such there is a real concern about the volume and weight of lorries attempting to come down the road should building permission be granted. It is imperative that a risk assessment be carried out to fully understand the weight limit of the road so as to avoid damage to the road and/or the utilities which run beneath it.

The proposal is an over development of the site which is out of keeping with the character of the locality, provides insufficient parking and provision for visiting vehicles to turn and would cause material harm to the living conditions of the residents of Alexandra Road. The Council is urged to refuse planning permission. If any permission is granted then conditions pertaining to risk assessments in regard to flooding and the sustainability of Alexandra Road itself (which constitutes part of the site as marked on the site plan) should be put in place.

Please find below my comments in response to the amended plans dated 21/1/20

The previous two applications (Ref 4/03231/18/FUL and Ref 4/01452/18/FUL) were rejected on the basis of overdevelopment. The amended proposals occupy an even greater square meterage than these two and must, therefore, also be classed as overdevelopment.

The provision for parking, visitor parking and deliveries parking and turning still remains a major concern. From the amended plans it is clear that not all of the spaces are accessible. The turning head relies on just one vehicle wanting to turn at a time before there will need to be vehicles reversing back onto Alexandra Road. As the Parish Council noted when objecting to the amended plans on 28/1/20, the proposals

are an overdevelopment and the parking issues will be a problem for the purchasers of these properties.

A major concern is the impact on Alexandra Road of the inevitable overspill of vehicles parking and turning in the road that will result from the inadequate parking and turning facilities in these amended plans. At the Parish Council meeting on 28/1/20 the architect noted that the Highways Agency had no issues with the junction of Alexandra Road exiting onto the main road, and that as the rest of the land was private property, there was no problem. Actually, there is a big problem. Alexandra Road may be a private, unadopted road but this should not mean that planning considerations do not apply to it. It does not come under the jurisdiction of the Highways Agency, but the Council needs to consider it.

The Council paperwork states that "The Council can only take into account 'material planning considerations' and in the list provided it includes 'adequacy of parking and turning'. These considerations must apply to Alexandra Road if the inadequacy of the parking and turning of the proposed development will have a material effect on this road. Alexandra Road, by virtue of residents' parking, is essentially a single track road with no turning head and no free space for parking or turning. The lack of accessible parking and turning in the amended plans will inevitably lead to illegal parking on Alexandra Road and turning and reversing in the road, and will add to the severe congestion from which the road already suffers and have safety implications.

As a result the full parking provision necessary for the proposed dwellings should be provided (and should be accessible), rather than using the parking standard figures which permit fewer spaces than might be needed, as they assume that there is parking/turning room on the adjacent highway. These standards apply to adoptable roads which have 2 way traffic and places to park. Alexandra Road has neither of these. Chipperfield is a car bound village with very limited public transport. Four bedroomed houses will quite possibly have 4 cars each, as well as visitors and deliveries. The Orchard site itself should be stand alone in terms of parking and turning space for the anticipated number of vehicles which will use it. In these amended plans, it is not. It cannot be assumed that overspill onto Alexandra Road will be physically possible or acceptable.

From a civil perspective, there is no public right to park in the road, this is only permissible to residents who have a road frontage. Parking without permission is trespassing and a civil wrong. Although a civil matter the planning authority has a duty to ensure there is adequate parking provided in the scheme to meet the needs of the development in order to avoid violation of the legal rights of the frontages.

Concerns regarding potential flooding in the road and the effect of the additional hardstanding that is proposed in this development remain. The road does not have a sustainable drainage system and as such a condition of any planning permission should be a full risk assessment of the effect of this proposal on potential flooding of the road and properties together with identification of the appropriate actions.

	<p>A further concern relates to the durability and strength of the road surface itself. Alexandra Road is an unmade, unmetalled road which cannot sustain a lot of weight. Most utilities pass under the road including gas, water, sewage and electricity. At the northern end of the road the utilities are covered by loose shingle, as this part of the road was excavated a few years ago, and so is likely the most fragile. A risk assessment needs to be carried out to fully understand the weight limit of the road so as to avoid damage to the road and/or the utilities which run beneath it.</p> <p>In summary, the amended proposal is an over development of the site which is out of keeping with the character of the locality, provides insufficient parking and turning space and would cause material harm to the living conditions of the residents of Alexandra Road. The Council is urged to refuse planning permission and recommend that any future proposals ensure that the Orchard site is self contained in terms of its requirement for parking and turning.</p>
<p>14A Alexandra Road Chipperfield Kings Langley Hertfordshire WD4 9DS</p>	<p>I am writing to object to the planning application for the above-named address for the following reasons:</p> <ul style="list-style-type: none"> o I feel that the proposal to build 3 new detached dwellings is an over development of the site. o The additional number of cars, which would need to use Alexandra Road, would cause material harm to the living conditions of the Alexandra Road residents. o Alexandra Road is a private road with many of the properties not having off street parking, including myself, with those on the north eastern side parking on the road and the south western side on the hard surfaced front gardens. In most cases there is room for one car. Most of the residents have more than one car. Due to the parking of cars this really only permits one-way traffic. At present many residents' cars and delivery vehicles (including on-line shopping vans) have to reverse up Alexandra Road to exit or to turn within a parking space servicing 3 houses fronting Langley Road. These spaces are not a designated turning circle and the residents of these 3 houses find the turning of vehicles very frustrating. We feel the prospect of additional cars/delivery vans is a real concern. o The proposed plans indicate that parking for Plots 2 & 3 are one behind the other. From my experience this type of parking does not get used as it often results in the householders having to move their cars if the one in front of them wants to move. I am concerned that this may result in the new residents parking their cars illegally in Alexandra Road. o The infrastructure of the road is not conclusive to the additional dwellings and additional vehicles. o There are several young families living in Alexandra Road and I fear for the children who will be unable to play in our family friendly road during the proposed construction of the properties and thereafter with additional cars, delivery vans etc. using the road. The additional traffic will add to the safety risks. o The new planned developments of Land Rover, Garden Scene and Spice Village will increase the number of houses by about 30. I am concerned that the village facilities will struggle to service the additional 3 detached, 4 bedroom, properties sort. Chipperfield has no doctor's

	<p>surgery, dentist and understand the village school is over subscribed.</p> <p>Having seen the amended plans for this application, I do not feel that any of my concerns have been addressed and the comments made in my previous letter of objection remain valid.</p> <p>The amended plans do not ameliate any of the concerns regarding the lack of parking, visitor parking and turning space for delivery vehicles.</p> <p>I also have concerns regarding flooding of the road with the increased hard standing of three new properties.</p> <p>Alexandra Road is an un-metalled road and the sustainability of the road will be compromised with loaded large lorries using the access and will have a cost element to the residents.</p> <p>It will also likely effect services under the road such as gas, water and sewage.</p> <p>A full risk assessment of flooding and the weight sustainability of the road must be undertaken.</p> <p>In summary, the amended proposal is an over development of the site which is out of keeping with the character of the locality, provides insufficient parking and turning space and would cause material harm to the living conditions of the residents of Alexandra RoadThe Council is urged to refuse planning permission and recommend that any future proposals ensure that the Orchard site is self contained in terms of its requirement for parking and turning.</p>
<p>15 Alexandra Road Chipperfield Kings Langley Hertfordshire WD4 9DS</p>	<p>This planning application is a vast over development.</p> <p>Correct me if i'm wrong but this was passed for two houses originally.</p> <p>In summary, the amended proposal is an over development of the site, which is out of keeping with the character of the locality, provides insufficient parking and turning space and would cause materials harm to the living conditions of the residents of Alexandra Road. The council is urged to refuse planning permission and recommend the any future proposals ensure that the Orchard site is self-contained in terms of its requirement for parking and turning.</p>
<p>Unknown</p>	<p>The previous two applications (Ref 4/03231/18/FUL and Ref 4/01452/18/FUL) were rejected on the basis of overdevelopment. The amended proposals occupy an even greater square meterage than these two and must, therefore, also be classed as overdevelopment.</p> <p>The provision for parking, visitor parking and deliveries parking and turning still remains a major concern. From the amended plans it is clear that not all of the spaces are accessible. The turning head relies on just one vehicle wanting to turn at a time before there will need to be vehicles reversing back onto Alexandra Road. As the Parish Council noted when objecting to the amended plans on 28/1/20, the proposals</p>

are an overdevelopment and the parking issues will be a problem for the purchasers of these properties.

A major concern is the impact on Alexandra Road of the inevitable overspill of vehicles parking and turning in the road that will result from the inadequate parking and turning facilities in these amended plans. At the Parish Council meeting on 28/1/20 the architect noted that the Highways Agency had no issues with the junction of Alexandra Road exiting onto the main road, and that as the rest of the land was private property, there was no problem. Actually, there is a big problem. Alexandra Road may be a private, unadopted road but this should not mean that planning considerations do not apply to it. It does not come under the jurisdiction of the Highways Agency, but the Council needs to consider it.

The Council paperwork states that "The Council can only take into account 'material planning considerations" and in the list provided it includes "adequacy of parking and turning". These considerations must apply to Alexandra Road if the inadequacy of the parking and turning of the proposed development will have a material effect on this road. Alexandra Road, by virtue of residents' parking, is essentially a single track road with no turning head and no free space for parking or turning. The lack of accessible parking and turning in the amended plans will inevitably lead to illegal parking on Alexandra Road and turning and reversing in the road, and will add to the severe congestion from which the road already suffers and have safety implications.

As a result the full parking provision necessary for the proposed dwellings should be provided (and should be accessible), rather than using the parking standard figures which permit fewer spaces than might be needed, as they assume that there is parking/turning room on the adjacent highway. These standards apply to adoptable roads which have 2 way traffic and places to park. Alexandra Road has neither of these. Chipperfield is a car bound village with very limited public transport. Four bedroomed houses will quite possibly have 4 cars each, as well as visitors and deliveries. The Orchard site itself should stand alone in terms of parking and turning space for the anticipated number of vehicles which will use it. In these amended plans, it is not. It cannot be assumed that overspill onto Alexandra Road will be physically possible or acceptable.

From a civil perspective, there is no public right to park in the road, this is only permissible to residents who have a road frontage. Parking without permission is trespassing and a civil wrong. Although a civil matter the planning authority has a duty to ensure there is adequate parking provided in the scheme to meet the needs of the development in order to avoid violation of the legal rights of the frontages.

Concerns regarding potential flooding in the road and the effect of the additional hardstanding that is proposed in this development remain. The road does not have a sustainable drainage system and as such a condition of any planning permission should be a full risk assessment of the effect of this proposal on potential flooding of the road and properties together with identification of the appropriate actions.

	<p>A further concern relates to the durability and strength of the road surface itself.</p> <p>Alexandra Road is an unmade, unmetalled road which cannot sustain a lot of weight. Most utilities pass under the road including gas, water, sewage and electricity. At the northern end of the road the utilities are covered by loose shingle, as this part of the road was excavated a few years ago, and so is likely the most fragile. A risk assessment needs to be carried out to fully understand the weight limit of the road so as to avoid damage to the road and/or the utilities which run beneath it.</p> <p>In summary, the amended proposal is an over development of the site which is out of keeping with the character of the locality, provides insufficient parking and turning space and would cause material harm to the living conditions of the residents of Alexandra Road. The Council is urged to refuse planning permission and recommend that any future proposals ensure that the Orchard site is self contained in terms of its requirement for parking and turning.</p>
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APPENDIX C – PREVIOUS REPORT TO DEVELOPMENT MANAGEMENT, AUGUST 2019

4/03231/18/FUL	PART DEMOLITION OF SEMI-DETACHED COTTAGE, GARAGE AND OUTBUILDINGS. CONSTRUCTION OF THREE NEW DETACHED DWELLINGS.
Site Address	THE ORCHARD, ALEXANDRA ROAD, CHIPPERFIELD, KINGS LANGLEY, WD4 9DS
Applicant	Mr O'Farrell, The Orchard
Case Officer	Robert Freeman
Referral to Committee	The application has been referred to the committee in view of the concerns of Chipperfield Parish Council

1. Recommendation

1.1 That planning permission be **GRANTED**

2. Summary

2.1 The proposals are considered to result in a high quality residential scheme which would contribute to the housing needs and sustainable growth of the small village of Chipperfield. The proposals would make better use of land within the village without causing significant harm to the residential amenities of neighbouring properties or the overall character and appearance of the village. The modest intensification in the use of the site and access to it would also not prejudice matters of highways safety. Accordingly the proposals would be considered to meet the overall aims and objectives of planning policy as expressed in Policies CS6, CS8, CS1, CS12 and CS27 of the Core Strategy and Saved Appendices 3 and 5 of the Dacorum Borough Local Plan 1991-2011.

3. Site Description

3.1 The site is located at the northern end of Alexandra Road within the village of Chipperfield. The bulk of Alexandra Road was incorporated into the Chipperfield Conservation Area as a result of the

Conservation Area Appraisal (2011). This did not extend to the inclusion of The Orchard or its neighbour at Fir Croft.

3.2 The site is rectangular in shape and comprises a semi-detached dwelling, its large garden and outbuildings. The dwelling is positioned in the north western corner of the site with a number of outbuildings located alongside the northern site boundary. The remainder of the site is in garden use with substantial boundary treatment comprising mature hedging and trees enclosing the site. Access is via a driveway to the south of the site with the flank elevation of Fircroft and a leylandii hedge extending to form the western boundary of the site. To the north of the site and immediately adjacent the boundary there is a footpath allowing access to elevated rear gardens of Croft End Road. The footpath extends around the eastern perimeter of the site and to the rear of properties at Croft Close.

4. Proposal

4.1 The proposals involve the demolition of the existing dwelling and outbuildings on the site and the construction of three dwellings, provision of parking and landscaping.

4.2 The current dwelling is one half of a pair of semi-detached properties located at the end of Alexandra Road. The proposals will result in the construction of a new flank elevation to this property and repairs to any exposed render. Three new detached properties would be constructed perpendicular to this building and in line with properties in those properties to Alexandra Road. A new garage with accommodation within its roofspace would be provided to the front of plot 1 with parking for plots 2 and 3 hidden between the flank elevations and towards the rear of the properties.

5. Relevant Planning History

The applicants have previously had planning permission refused for the demolition of the semi-detached cottage and construction of four dwellings on the site under planning reference, 4/01452/18/FUL. This follows the earlier withdrawal of a scheme for three units (4/00185/18/FUL) Prior to this permission was granted for the demolition of the existing dwelling on the site and the construction of a replacement dwelling (4/00372/15/FUL) This permission has subsequently lapsed, but nevertheless establishes the principle of demolishing the existing property at the site.

6. Policies

6.1 National Policy Guidance

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

6.2 Adopted Core Strategy

NP1- Supporting Development
CS1 - Distribution of Development
CS2 - Selection of Development Sites
CS6 - Selected Small Villages in the Green Belt
CS8 - Sustainable Transport
CS1 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS13 - Quality of Public Realm
CS17 - New Housing
CS27 - Quality of the Historic Environment
CS29 - Sustainable Design and Construction
CS31 - Water Management

CS32 - Air, Water and Soil Quality
CS35 - Infrastructure and Developer Contributions
6.3 Saved Policies of the Dacorum Borough Local Plan
Policy 10 - Optimising the Use of Urban Land
Policy 13, - Planning Conditions and Planning Obligations
Policy 21 - Density of Residential Development
Policy 51 - Development and Transport Impacts
Appendix 3 - Layout of Residential Development
Appendix 5 - Parking Standards

6.4 Supplementary Planning Guidance / Documents

Accessibility Zones for the Application of car Parking Standards (July 2002)
Energy Efficiency & Conservation (June 2006)
Environmental Guidelines (May 2004)
Water Conservation & Sustainable Drainage (June 2005)

7. Constraints

The site is located within the small village of Chipperfield and adjacent the Chipperfield Conservation Area.

8. Representations

Consultation responses

8.1 These are reproduced in full at Appendix A

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix B

9. Considerations

Main issues

9.1 The main issues to consider are:

Policy and principle
Layout and Design
Impact on Neighbours and
The Impact on Highways Safety

Policy and Principle

9.2 The site is located within the village of Chipperfield where, in accordance with the NPPF and Policy CS6 of the Core Strategy, small scale infilling and redevelopment of existing land and buildings would be supported, providing such development is sympathetic to its surroundings in terms of local character, design, scale, landscaping and visual impact and providing such proposals retain and protect features essential to the character and appearance of the village. The proposals would constitute infilling in the broadest sense extending and punctuating the street at Alexandra Road, being surrounded by residential development to all sides and would be limited in scale. The definition of "limited" at paragraph 8.34 of the Core Strategy sets out that such proposals should not involve a net gain of more than 2 residential units. As such the principle of development would be accepted.

9.3 The proposed development will make a small contribution to the delivery of the housing target at Policy CS17 of the Core Strategy supporting the sustainable growth of the village of Chipperfield.

9.4 The applicants also highlight that the local nursery has insufficient pupil numbers and claim that the development of the site will also support the retention of education and nursery facilities within the village through the provision of family homes. As such, the development also has potential to support the retention of services which contribute to the sustainable growth of the village.

Layout and Design

9.5 The proposed development has been amended to provide an acceptable residential scheme. These amendments have resulted in a reduction in the height and bulk of plot 1 and an increase in separation and spacing between all plots within the site. The resulting layout has allowed for the location of parking spaces between properties, thus reducing the visual impact and dominance of parking arrangements and provide sufficient space within the site to provide vehicle circulation space. The resulting scheme is considered to be appropriate in terms of its design, bulk, scale, height and layout and would meet the objectives of Policies CS1 and CS12 of the Core Strategy and Saved Appendix 3 of the Local Plan 1991-2011. Subject to the submission of materials and design details this should result in a good quality scheme as acknowledged by the Conservation and Design team through their response to the proposals.

Impact on Conservation Area

9.6 The site is located outside of the Chipperfield Conservation Area and the property, The Old Orchard, is not a listed building. The Conservation team do however believe that historically it was important as a visual terminus to Alexandra Road and the wider Conservation Area to the south of the site. Although the loss of one half to the semidetached property, is undesirable, it is not considered sufficient to justify the refusal of the planning application. The loss of the building has already historically been accepted through the grant of planning permission in 2015. The importance of this property as a terminus to Alexandra Road has been significantly diminished over time with the property barely visible in wider views to the site and from Alexandra Road itself. For this reason, the loss of the dwelling and construction of three units is considered to have limited harm to the setting of the Chipperfield Conservation Area.

9.7 The economic and social benefits arising from the construction of new homes and the associated support for local infrastructure is considered to clearly outweigh the limited and minor harm to the character and setting of Chipperfield Conservation Area and as such there would be no grounds for objection under Policy CS27 of the Core Strategy. Indeed there are no objections to the design of the new properties from the Conservation team which is considered to meet our expectations for high quality design as set out in Policies CS12 and CS13 of the Core Strategy and Saved Appendix 3 of the Local Plan 1991-2011.

Impact upon Neighbouring Properties

9.8 The demolition of the existing property will result in the exposure of the flank elevation of the other half of this semi-detached dwelling. A new waterproof render finish will be provided on a new blockwork skin to this outer wall and all exposed areas will be made good and weatherproofed. This will result in a similar appearance to the flank elevation of the current property and as such one cannot substantiate an objection to the scheme of the grounds of harm to this property.

9.9 A number of surrounding residential properties have expressed concerns that the proposed dwellings would overlook the neighbouring properties and be detrimental to their privacy. The layout of the proposed residential scheme provides a distance of between 24m and 25m from the rear elevations of the proposed dwellings and those properties at Croft Close. This would exceed the

minimum separation distances in Saved Appendix 3 of the Local Plan 1991-2011. As such they are not considered to result in significant harm to the amenities of these properties through overlooking or as a result of the impact on daylight and sunlight to these units. The impact is further mitigated by the large boundary hedge and tree cover along this boundary.

9.10 The impact of Plot 1 on the residential amenities of properties to Croft End Road is also considered to be acceptable. Although the flank elevation of Plot 1 would be located around 12m from the rear elevations of these properties, the bulk and mass of the proposed development has been substantially improved through the application process thereby reducing any visual intrusion or impact on daylight/sunlight. The flank elevation of plot 1 would not appear to breach a 25 degree angle to those main windows in the rear elevation of properties to Croft End Road given the topography and juxtaposition of properties. The impact of these works is not considered to result in substantial harm noting that there is already the garage range to this boundary and the location of a tree screen beyond/on the boundary to the site. A single flank window would be located at first floor level in the side elevation to the property and this will be conditioned to be obscured glazed in the interests of privacy. The gardens of these properties are already in the shade although the proposed scheme may increase shading to the rear gardens to these properties, this modest increase in shading is not considered to be sufficient to justify the refusal of this scheme on a loss of residential amenity.

Impact on Trees and Landscaping

9.11 The site is not subject to any Tree Preservation Orders nor is the site within the Chipperfield Conservation Area. No comments have been received from the Council's Trees and Woodlands officers in relation to the application and in the absence of such comments the impact of development upon trees on the boundary of the site must be considered to be acceptable. These trees provide a substantial screen between the application site and neighbouring properties at Croft Close and Croft End Road yet have little wider landscape amenity value. The flank elevation to plot 1 and the garage to this property would be located between 1.5 and 2m from the site boundary and as such provides a better relationship to trees forming the boundary in this location than the existing arrangement of outbuildings. It is likely that there will be a need to prune some vegetation overhanging the boundary with the site to enable construction.

Impact on Highway Safety

9.12 The proposed development has been considered by the County Council as highway authority. They have no objections to the proposals and consider them to meet the requirements of Policies CS8 and CS12 of the Core Strategy. Saved Appendix 5 of the Local Plan requires each four bedroom property on the site to have a maximum of three parking spaces. The proposals are in accordance with Saved Appendix 5 of the Local Plan 1991-2011 with the scheme providing 2/3 parking spaces per dwelling with turning space also provided within the site. The parking provided is considered to be adequate in relation to those standards in Appendix 5 of the Local Plan and emerging planning policy. The tandem nature of parking spaces within a single ownership, although inconvenient, is acceptable. The impact of such arrangements is not considered to result in significant nor demonstrable harm to matters of highways and pedestrian safety.

9.13 The applicants have also demonstrated that they would be able to get refuse to an appropriate point at the boundary of the site and within the carry distance of refuse vehicles as set out in the Building Regulations. The provision of fire access has been discussed with the Building Control team and it would be possible to get a fire tender to within 45m of all properties from the highway be it from Alexandra Road or from Chapel Croft.

Other Material Planning Considerations

9.14 The required notification of ownership under Certificate C was subsequently served on the 22nd July 2019 and a notice placed in the Gazette on the 24th July 2019. This notification period will expire prior to the DMC meeting on the 15th August 2019.

9.15 No details of drainage have been provided with the application and as such it is recommended that further details are secured via a planning condition. It is noted that a number of hard standing areas are to be constructed from porous materials thereby minimising the risk of any flooding from surface water run-off in accordance with Policy CS31 of the Core Strategy.

CIL

9.16 All new developments are expected to make a contribution towards on site, local and strategic infrastructure in accordance with Policy CS35 of the Core Strategy. The Council has an adopted Community Infrastructure Levy (CIL) that supports the delivery of new infrastructure. The scheme would be liable for CIL and as such a charge would be levied in accordance with the adopted Charging Schedule. A charge of £150 per square metre of net residential floorspace would be levied against this scheme. This will be indexed linked from the date of the Charging Schedule and calculated in accordance with Regulation 40 of the CIL Regulations 2010 (As amended) It is understood that the applicants intend to occupy plot 1 of the development and as such it may be possible to reduce the extent of the levy applicable through the submission of a claim for self build relief.

10. Conclusions

10.1 The development of the site would assist the Borough Council in the overall supply of new homes required under Policy CS17 of the Core Strategy. The layout and design of the proposed scheme is considered to be satisfactory providing a high standard of development and one which does not prejudice either the amenities of neighbouring properties nor matters of highways safety. The proposals are therefore considered to meet the planning requirements set out in Policies CS6, CS8 and CS12 of the Core Strategy and Saved Appendices 3 and 5 of the Local Plan.

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

Conditions

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2 No development shall take place until details 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. Please do not send materials to the council offices. Materials should be kept on site and arrangements made with the planning officer for inspection.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS11 and CS12 of the Core Strategy.

3 No development shall take place until full details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority. These details shall include: hard surfacing materials; means of enclosure;

soft landscape works which shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; proposed finished levels or contours; and minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc);

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

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Policy CS12 of the Core Strategy.

4 The development hereby permitted shall not be occupied until the arrangements for vehicle parking, circulation, loading and unloading shown on drawing No. 2708.26 Revision A (Site Plan) shall have been provided, and they shall not be used thereafter otherwise than for the purposes approved.

Reason: To ensure the adequate and satisfactory provision of off-street vehicle parking facilities in accordance with Policies CS8 and CS12 of the Core Strategy and Saved Appendix 5 of the Local Plan 1991-2011.

5 Prior to the commencement of the development hereby permitted a Phase I Report to assess the actual or potential contamination at the site shall be submitted to and approved in writing by the local planning authority. If actual or potential contamination and/or ground gas risks are identified further investigation shall be carried out and a Phase II report shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. If the Phase II report establishes that remediation or protection measures are necessary a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.

For the purposes of this condition:

A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.

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 Policy CS32 of the Core Strategy.

6 All remediation or protection measures identified in the Remediation Statement referred to in Condition 5 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.

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

7 Prior to the commencement of the development hereby permitted details of a surface and foul water drainage system shall be submitted to and approved in writing by the local planning authority. The surface water drainage system shall be a sustainable drainage system and shall provide for the appropriate interception of surface water runoff so that it does not discharge into the highway or foul water system. The development shall be carried out and thereafter retained fully in accordance with the approved details.

Reason: To ensure that the site is subject to an acceptable drainage system serving the development in accordance with Policies CS31 and CS32 of the Core Strategy.

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

- 2708.20 - Location Plan
- 2708.25 - Boundary Details
- 2708.26 Revision A - Site Plan
- 2708.27 Revision A - Floor Plans to Plot 1
- 2708.28 Revision C - Elevations to Plot 1
- 2708.29 Revision A - Floor Plans to Plots 2 and 3
- 2708.30 - Elevations to Plots 2 and 3
- 2708.31 Revision A - Street scene.

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

Article 31

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

Appendix A Consultation responses

Chipperfield Parish Council

1. CPC are strongly opposed to the demolition of the existing semi-detached property. The resulting expanse of solid brick wall (to ridge height) is a design that would not be acceptable on a new dwelling and therefore should not be acceptable on an altered dwelling. This will be in view of properties on the surrounding roads.

2. Three detached dwellings, of which one is large, is over development of the site. We would prefer the scheme to be modified to include the existing semi (extended/ remodeled) plus no more than a pair of semi-detached 3 bed two-storey houses to be an acceptable compromise.

3. Parking provision has inadequate turning space; 'tandem parking' (ie one behind the other) is not to be encouraged; there is no turning head; parking to Plot 1 visible on entry to Alexandra Road; visitor parking should be provided.

4. Refuse bin storage needs to be detailed. The DC 3 bin system + food caddy requires a compound with internal dimension of 2200mm wide x 800mm deep x 1100mm high. Such a compound works best for everyday use with no top to allow bin lids to be accessed without pulling the bin out of the compound.

Conservation and Design:

The existing building is of two storeys constructed in brick with a pitched slate roof. It forms a pair with the adjacent property. This building can be seen on the 1st edition OS map and appears to be constructed as part of the development of the site Alexandra Rd. However at this point it was accessed off Pesthouse Lane (later croft lane) and rather than face onto the lane the building appears to have been located and designed to provide a visual terminus to Alexandra Rd. The gardens to Croft Lane appear to have been somewhat over extended during the mid 20th century development which reduces the presumed original visual impact of the property.

The houses have had some alterations e.g. loss of chimney stacks and the views from Alexandra road are in part hampered by the extension of gardens to properties in Croft Lane. The original concept can still be read and understood and this original design view from the now conservation area of Chipperfield we believe has some importance. The demolition of the dwelling and loss of the composition as part of an architectural pair and visual terminus is a concern. However we do note that this has been impacted by later development within the area and this impact is not as great as it could have been had the original design and layout been maintained. This impact should be assessed by the officer in relation to the planning policy CS 27 and the balancing exercise undertaken given the guidance noted in the NPPF. This should balance the harm to the conservation area (a designated heritage asset) against the benefits of the scheme.

Given the impact of the building upon the setting of the conservation area we would consider this harm to be less than substantial and at a moderate to low level.

Recommendation – We would not object to the proposed design for the new dwellings however we are concerned that the loss of the building would impact upon the setting of the conservation area. This would cause some harm and therefore we would recommend that the officer weights this harm to the conservation area against the public benefits of the scheme.

Any approval should condition external materials to ensure it does not harm the setting of the conservation area.

Environmental Health:

No observations in respect of noise or air quality.

Scientific Officer:

There is no objection to the proposed development, but it will be necessary for the developer to demonstrate that the potential for land contamination to affect the proposed development has been considered and where it is present will be remediated.

This is considered necessary because the application site is understood to have had a commercial land use prior to its current residential land use and as such the possibility of ground contamination cannot be ruled out at this stage. This combined with the vulnerability of the proposed end use to the presence of any contamination means that the following planning conditions should be included if permission is granted.

Contaminated Land Conditions:

Condition 1:

(a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.

(a) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:

(b) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;

(i) The results from the application of an appropriate risk assessment methodology.

(ii) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.

(c) This site shall not be occupied, or brought into use, until:

(d) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

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.

Condition 2:

Any contamination, other than that reported by virtue of **Condition 1** encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

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.

Informative:

The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.

The following conditions are also recommended.

Demolition Method Statement Condition:

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.

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.

Hertfordshire County Council Highways Section

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

INFORMATIVES:

1. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact

the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website:

<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

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

<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

3. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

COMMENTS

This application is for: Part demolition of semi-detached cottage, garage and outbuildings. Construction of three new detached dwellings.

ACCESS

The site is located at the far end of Alexandra Road, which is a private road not maintained by HCC as Highway Authority. It leads off Langley Road, which is an unnumbered "C" classified road, the C74, so vehicles are required to enter and leave the highway in forward gear.

No new or altered vehicular or pedestrian access is required and no works are proposed in the highway.

PARKING

There is adequate space on site for vehicles to turn to be able to enter and leave the highway in forward gear.

WASTE

Arrangements have been made for the storage and collection of waste.

CONCLUSION

HCC as highway authority considers that the proposals would not have a severe residual impact upon highway safety or capacity, subject to the informative notes above.

Appendix B

Neighbour notification/site notice responses

Objections (5 + Petition)

Archways, Alexandra Road

Procedure

The application is not a valid one as the Certificate of Ownership is incorrect. The applicant is not the owner of the entire site outlined in red on drawing 2708.24.

Planning Merits

Alexandra Road is a private road surfaced in shingle situated within a designated Conservation Area. The road is characterised mainly by Victorian dwellings with the northern end by houses of a later period. Many of the properties do not have off street parking with those on the north eastern side parking on the road, and the south western side on the hard surfaced front gardens where in most cases there is room for only one car and there insufficient space to prevent encroachment onto the road. This essentially only permits one way traffic. Many residents are obliged to reverse their vehicle when exiting and turning within a parking space serving 3 houses fronting Langley Road. Many properties own more than one car so the road is full beyond its capacity.

Since the public has passed over the road for a period in excess of 20 years it has become dedicated to public use as a highway. This does not mean that the public have a right to park in the road, this is only permissible to residents who have a road frontage. Parking without permission is trespassing and a civil wrong. Although a civil matter the planning authority has a duty to ensure there is adequate parking provided in the scheme to meet the needs of the development in order to avoid violation of the legal rights of the frontages.

The proposal provides no parking for visitors and if the driveway for the development is used for this purpose, due to the restricted width, this would cause an obstruction. There is no turning bay which is required to avoid unnecessary reversing. This particularly applies to delivery vehicles where the numbers have grown with the popularity of online shopping. There are dedicated parking bays in Chapel Croft but there is a waiting restriction of only 20 mins. Without provision for visitors parking or a turning bay would inevitably lead to illegal parking on Alexandra Road and turning on residents driveways. This will add to the congestion from which the road already suffers and cause harm to residential amenity and road safety.

When exiting a parking space a car requires a depth of 6 metres in order to turn. The width of the driveway is 3 metres and therefore it would be very difficult to enter and exit the parking areas shown for plots 2 and 3. This would only be possible if most of the front gardens were hard surfaced to provide the necessary space but this would leave little room for any meaningful landscaping resulting in an appearance that would be featureless and unattractive.

The application seeks to demolish the existing property which is one of a pair of Victorian semi-detached cottages which form part of the village's heritage and should be retained. Its removal would leave a narrow unattractive building that can be seen from the public domain and spoil the appearance and character of the area. The house on plot 1 would have a front projection close to the flank wall of the remaining semi and set back about 7 metres from the south face of the building. This would look odd and not sit well with the neighbouring property. It would be clearly seen from Alexandra Road and harm the character and appearance of the road. The depth of the northern flank wall of the house on plot 1 is 16.9 m and due to the proximity to the houses on Croft End Lane would create an overbearing and oppressive outlook for these properties. Furthermore, lying on the northern side their small rear gardens would be overshadowed. Along the northern boundary of the application site are a row of tall trees. Due to the proximity of the development to these trees their roots would be damaged and harm their health and longevity. Also their stability could be affected making them prone to falling during a strong wind. The trees are part of the landscape character of the area and should be protected from any development. The Orchard was originally a small nursery providing plants for the trade. The use was abandoned and the greenhouses removed and a small 2 bedroom bungalow (Fircroft) erected (in the grounds. The applicant on acquiring the site converted Fircroft the into a 4 bedroom chalet bungalow which was then sold on. The current application seeks to construct a further three 4 bedroom houses following the demolition of The Orchard, a three bedroom dwelling. Including Fircroft there have been 5 new dwellings, two of these are on Langley Road, that use Alexandra Road for vehicular access making a total of 21 properties. Nine of these do not have sufficient space to turn a vehicle and have to reverse when existing the road. This also applies to

delivery vehicles. The road cannot cope with the additional traffic created by the scale of the proposed development and would lead to a notable adverse impact on the lives of the residents and the increase in vehicle movements will add to safety risks.

On Chapel Croft at the junction with Alexandra Road is a cafe and cake shop and general store. There is also a school patrol crossing. On the western side of the entrance are dedicated parking bays. When in use and together with a bend to the road drivers when exiting Alexandra Road are unable to see oncoming traffic. This also occurs on the eastern side where vehicles are often parked illegally on the double yellow lines. It is therefore a hazardous exercise for drivers and the safety issues will be exacerbated by the increase in vehicle movements generated by the development.

The Highway Authority should be consulted on the suitability of the access.

It is accepted that there is a need for new housing but this should not be where there would be harm to residential amenity. This is made clear in Section 53 of the National Planning Policy Framework that states the planning authority should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would harm the local area. It is concluded that the proposal is an over development of the site that provides insufficient parking and provision for visiting vehicles. This would cause material harm to the living conditions of the neighbouring residents and visual amenities of the area and compromise highway safety. The Council is therefore urged to refuse the application.

A petition was also submitted with the objection with objections from Nos 1, 2, 8, 11,13, 14, 14a, 15 (Alexandra Road) Ivy Cottage, Mace Cottage {Text Unknown} The Hornets, Croft Lane, 57, 59 and 61 Croft End Road, Green Orchard Croft Lane, Chipperfield Cottage Chapel Croft and Sayers Cottage Langley Road. In addition to those raised individually.

AMENDED PLANS

The amended application has failed to overcome the issues raised in our letter of 27th January 2019 and the reasons for refusal of the previous application (Ref 4/01452/18/FUL).

No provision is made for visitor parking. Furthermore the houses on plots 1 and 2 would be expected to have three parking spaces each in accordance with the Council's adopted parking standards. This will inevitably lead to illegal parking on Alexandra Road. It is not possible, however, to provide this number of parking spaces on plots 1 and 2 without compromising the use of the turning head.

In order to minimise the manoeuvring of vehicles in and out of the parking spaces which is desirable given the constraints of the site, it is preferable if the form of parking is side by side rather than in tandem. The southeastern boundary is not shown correctly on the proposed site plan. In order to accommodate a single and two storey extension recently built to the side of Fircroft, the boundary has been moved and the hedge and trees removed and a new fence erected.

It is considered that the amended scheme is an overdevelopment of the site and fails to provide a reasonable living environment for the future occupiers, and together with the demolition of the existing dwelling would be detrimental to the setting and character of the adjoining Chipperfield Conservation Area. The Council is therefore urged to refuse this application.

51 Croft End Close

Major problems with access down very narrow road.

Area not suitable or big enough for 3 houses and car parking.

The demolition of semi detached cottage will cause utmost stress for the long standing elderly gentleman in the other part of the cottage.

Very strongly object to planning application

Millford, Chapel Croft

The following objections would be raised:

Overlooking/loss of privacy

Both housing plot 2 and plot 3 will overlook our property. No provision has been put in place to provide screening. Plot 2 and plot 3 will be able to see from their front facing, first floor windows into our living room/kitchen and 2 main bedrooms at the back of our property. The back boundary of our property is a "tandem" garage so there is no available space that we can provide on our property to obtain privacy by planting a hedge or trees. The only privacy we have currently is a hedge which belongs to the property of this proposed development (see paragraph below). If the proposed development gets approved who owns this hedge. Also we have a 3 metre hedge between our property and "Green Orchards" which gives us privacy from both "Green Orchards" and "The Orchard" but this hedge belongs to "Green Orchard". If this hedge and a large conifer (on the boundary between "Green Orchards" and "The Orchard") were removed then we could be overlooked by plot 1, plot 2 and plot 3. Currently there is a hedge at the back of our property behind a wire fence. This wire fence is about 50 cm behind our tandem garage and the alley way leading to our garage. This hedge belongs to the property that is proposed for development. This was reduced in height approximately a couple of years ago without any consultation with any of the property owners who live in the houses in Croft Lane adjacent to the property, namely us, Millford, Timbertops, and The Hornets. The result being that one of the properties behind our property, slightly to the right, "Fircroft" Alexandra Road could see directly into the rooms that are in the back of our property when this hedge was reduced. A bin store is proposed on this application adjacent to the back of our property which means the hedge will need to be removed to make room for this bin storage so our privacy will be comprised even more by both plot 3 on this application and from the "Fircroft", the property next door to this development. Proposed site plan on this planning application states that this hedge is to be "ex hedge retained". This will NOT be the case if a bin store for all 3 properties, (9 bins) is proposed to be built on place specified on the site plans. There is also the problem of noise, smell and pollution from this, given the close proximity to the back of our property. Given the history of the hedge when it was last reduced, there is no guarantee that this hedge will be retained so our loss of privacy would be even worse

I enclose a photograph with this letter showing the back of our property, taken from "Timbertops" approximately sometime before 2010/11 after the hedge was reduced. This shows the property "Fircroft" in the right side of the photograph, before an application to raise roof/loft extension, 4/00989/09/FHA which was approved in August 2009 despite objections. I also note from the planning/development section/planning history subsection of the Dacorum Borough Council Website that planning was refused for a detached house next to "Fircroft", on the land belonging to "The Orchard" application 4/00584/11/FUL. I cannot find any of the reasons why this application was refused on the website. Hopefully, when considering this application (4/01452/18/FUL) this previous refused application will be taken into account.

Noise and disturbance resulting from use/ Adequacy of parking

For a development of 3 x 4 bed detached dwellings, I assume that each household will have a minimum of two or three cars each which amounts to 9 cars altogether. I mention this as there is no provision for visitor parking on this development so they will need to park in neighbouring roads which could affect our property as there seems to be no road parking in Alexandra Road which could also be made worse by the Garden Scene proposed Re-development.

The proposed site plan appears to have no turning circle for cars to leave the development. I mention this as while visiting the property at the end of Alexandra Road (at the access to this development) on a weekday afternoon, when it can be assumed most residents are out at work, I could not perform a U-turn, given the parked cars on either side of the road and the width of the road, in a Ford Fiesta (a fairly small car) so had to reverse the car along the whole length of Alexandra Road and onto the

main road which is busy at the best of times. Looking at the site plan, the access road in front of "Fircroft" to this development is half width of Alexandra Road.

Also the noise/pollution of the vehicles using the single access road to this development would cause noise and disturbance to us in the garden as it is about a ½ metre from our property back boundary. Currently there is a gravel drive on the site, which runs along the back of our property. This causes a noise disturbance when cars are accessing/exiting the site. If the dwellings on this site increase to 3, the noise will get a lot worse. Looking at "The Application for Planning Permission Town and Country Planning Act 1990" form online, the applicant has stated that gravel and brick paviors are proposed for "Vehicle Access" so there seems to be no provision to reduce the noise caused from cars using the access road to the dwellings by constructing a noise reducing surface.

Conclusion

If development is to be approved then provisions should be made to set housing plot 2 and plot 3 further back from our boundary and provide obscure glazed first floor, front windows of these properties and/or lower the roof height to overcome privacy problems caused to our property. Over development problems, reducing the number of houses, need to be seriously considered.

As with previous applications from this developer, I also cannot work out from the documents/plans how high these properties are going to be. Are they going to be the same height as the height of "Fircroft" property? If they are going to be the same or higher than this could cause loss of light and overshadowing to our property. I assume that the 21.0 metre rule between a habitable back room window of a dwelling and a habitable room window of a facing dwelling has been taken into consideration when planning this development (I assume this is the rule for Dacorum Borough Council). I could not get this confirmed on the Dacorum Borough Council website. If this has been adhered to in the plans, we still have serious concerns/objections to the development regarding overlooking/loss of privacy and overshadowing.

I am also concerned with the drainage and flooding that could be caused to our property and the neighbouring properties if this amount of dwellings gets planning permission.

AMENDED PLANS

I object to the amended plans for this development as

1. The back of our house, kitchen and living room /back garden are still overlooked by Plot 3 (Front upstairs windows) and partly by Plot 2. We have no space on our property to create any structure i.e, hedge etc to obtain privacy from the intrusion of this new development as we have garage at the back boundary of our property.

2 The access road to this development is still shown as being constructed of gravel which will cause a noise nuisance when cars are entering and leaving. The amended plans show a single width driveway for Plots 2 and 3 so it is fairly obvious that cars will have to be moved out of the way for the cars behind to leave so creating more noise.

3. There is no visitor parking. So I assume visitors will be parking either in Alexandra Road or Croft Lane. Both these roads are already jammed full of parked cars at all times of day. This is only set to get worse when the old Garden Scene site and the Land Rover Garage are developed.

4. There is no guarantee that the "external hedge" as detailed on these plans will be retained, given previous history of the hedge and who will own this perimeter hedge in the future.

The above amended plans do NOT seem to rectify the problems of my property being overlooked by Plot 3 and partly Plot 2, visitor parking (as it seems to have none) from this development over

spilling on neighbouring roads including my own (Garden Scene and prospective Land Rover Garage developments will add to this no doubt), the noise and pollution of having 3 properties' worth of cars and visitor/trade vehicles accessing this development on a gravel drive (running along side of the back boundary of our garden) and the noise and pollution of placing a bin depot for 3 properties adjacent to the back boundary of my property.

33 Croft Close

AMENDED PLANS

I object to the amended plans for reasons set out below.

1. The provisions made for parking appear completely inadequate, offering no flexibility. This is especially true of the tandem parking arrangements which assume the occupiers will value courtesy to their neighbours above their own convenience. There is also no provision for visitors. It is inevitable this will increase the pressure on parking both in Alexandra Road itself and nearby Croft Lane. These roads are already barely passable due to parked cars and this will be further exacerbated by other larger developments planned or in progress at the Garden Scene site and Land Rover.

2. The size of the development is an exercise in squeezing as much real-estate value out of as little space as possible. The aforementioned inadequate parking is evidence that the site is not large enough to comfortably accommodate the planned development.

3. While some of the previous privacy concerns have been addressed by the latest plans there will be no obligation for the new owners to retain existing trees and hedges on their properties. This undermines any apparent assurances that the privacy of neighbouring properties will not be compromised.

34 Croft Close

This is the 3/4 application.

I cannot believe that we require 3 large detached dwellings on such a small plot.

Access to area is on an unmade road does not make sense.

Building regulations have been updated so I'm not convinced that the existing hedge is good enough in height, so we are not directly overlooked into my children's bedrooms, which is an issue re safeguarding issue again. There will be over 2/3 cars per dwelling so the thought of 9 or so vehicles going up and down the unmade Alexandra Road is completely unacceptable.

The Parish Council issued a document in 2002 saying that the development of the village was to be kept to a minimum as in keeping with a village environment - so why is this being considered.

AMENDED PLANS

I object to the amended plans for this development as-

1. Three detached dwellings, of which one is large, is overdevelopment of the site. It would be preferable for the scheme to be modified to include the existing semi (extended/ remodelled) plus no more than a pair of semi-detached 3 bed two-storey houses to be an acceptable compromise.

2. Parking provision has inadequate turning space. Tandem parking is not suitable as it relies on the manoeuvring of vehicles in and out of the parking spaces. It would be preferable to have the vehicles parked side by side. Plots 1 & 2 have turning space conditional on Plot 1 having a maximum of 2 cars and always parking these in garage. Similarly, provision of turning head is subject to same condition. Visitor parking should be provided.

3. There is no visitor parking. So, I assume visitors will be parking either in Alexandra Road or Croft Lane. Both these roads are already jammed full of parked cars at all times of day. This is only set to get worse when the old Garden Scene site and the Land Rover Garage are developed.

4. The access road to this development is still shown as being constructed of gravel which will cause a noise nuisance when cars are entering and leaving. The amended plans show a single width driveway for Plots 2 and 3 so, as mentioned above, cars will have to be moved out of the way for the cars behind to leave so creating more noise.

5. The demolition of the existing semi-detached property will result in an expanse of solid brick wall that would not be acceptable on a new dwelling so it should not be acceptable on an altered dwelling.

6. I think that the amended scheme is still an overdevelopment of the site and fails to provide a reasonable living environment for the future occupiers, and together with the adjoining Chipperfield Conservation Area.

In view of the above, I would strongly urge the council to refuse demolition of the existing dwelling this would be detrimental to the setting and character of this application.

Supporting (11)

The Orchard, Alexandra Road

I am writing to support the current planning application which is my application. I believe I have every right to support my own application. The planning application has been made after a lot of consultation with the local planning authority and a lot of thought. We love Chipperfield and we enjoy living in Alexandra Road and intend to live in one of the proposed houses.

We previously had permission on an application a few years ago to demolish 'the orchard' and this was a condition set by Dacorum. The cottage is very run down, very energy inefficient and is unsightly. It has so many problems, so much so we as a family moved out. Damp patches, leaks and this after it had a lot of money and worked spent on it. We have a baby on the way and no way could we remain in that house!

We believe we have answered all the areas that concerned CPC on previous applications. It's a good use of space and conforms with policy. There is at least 3 parking spaces per property if not more. To be very clear there is only a net increase of 4 cars. Not a traffic issue. It's a very large plot and a clever use of space.

My daughter goes to the local nursery that was in danger of shutting down as there were not enough children. Chipperfield needs more 4 bedroom family homes. Chipperfield needs more houses in general to support local shops. This application ticks all the boxes and will improve greatly the street view and will be a much improved end of street.

We have offered to also improve the road itself, which all residents will benefit from and Chipperfield in general. I am hoping for some assistance with this from CPC. We have written to them. Overall, it's a very positive scheme with many benefits.

Fircroft, Alexandra Road

I am writing to lend my support to my neighbour who has submitted a recent planning application. We live directly next to the plot and feel it will certainly be a lot better than what is currently there. The new plans submitted look good, I have been through the plans due to being directly next to the development and the 3 well designed homes can only improve the access to the site, a sustainable road surface for Alexandra road and ultimately a quality finish to the end of the road. Other positives see that parking has been considered and limited disruption to the road.

4 Belsize Cottages, Sarratt

I would like to support the above mentioned construction, as a longstanding Chipperfield resident that now lives in Belsize and would like to move back into the village. I see the benefit of homes that are more affordable not only for myself but for young families that have grown up in the area and would like their children to benefit from growing up in their home village.

We also have a school, churches and some faithful shopkeepers that would benefit from families growing up in the village. This seems like a well thought out project, with parking and access provided. I am aware that the villages are going to have to accept more housing and would say that it is better to have small developments to meet the desired number than to have an influx of larger developments. We have seen many small developments go up over the years and it hasn't been with detriment to the village.

9 Belsize Cottages, Sarratt

I support a proposal that will provide more housing for young families in Chipperfield.

This will encourage a vibrant atmosphere in the Village. I believe that those responsible for the development will carry out work in a respectful manner.

30 Croft Close

We support the proposals.

59 Croft End Road

A worthwhile addition to the village of Chipperfield.

2 Didsbury Cottage

We live in Chipperfield and saw the application for 'The Orchard' It's brilliant idea and we support for the scheme.

Redcroft, Kings Lane

I feel this would provide affordable family homes and the plans look very nice. They are building their family home and providing more suitable homes for other people.

Far Farrington, Langley Road

This is a sensible scheme on a large site which is situated at the end of a road meaning that disruption from building work can be minimised. The village needs more quality housing so that younger families can move in and support the local schools and service providers. New quality housing will improve the image of the area and should help to enhance values for neighbouring properties as well as increase council income through taxation. The scheme conforms to policy and addresses objections raised in previous applications.

I hope the parish council will consider properly this application and scrutinise statements made from both sides, as in a previous application they supported objections raised which were unfounded and misleading.

22 Nunfield

Plans look like an improvement on the current muddy and overgrown land and old house. Looks like the properties won't overlook anyone else and the road surface will be improved.

46 Tower Hill

I've been living in Chipperfield all of my life and I live quite close to the proposed development. I've read the plans and I think they look really nice. I think it's a good use of space and as a Mother of a young child at St. Pauls Nursery I think Chipperfield needs more new homes and more families moving to the village. I fully support these plans. It would improve Alexandra road and the area.

Agenda Item 5e

Item 5e 19/02915/RET

Retention of 8ft x 6ft shed

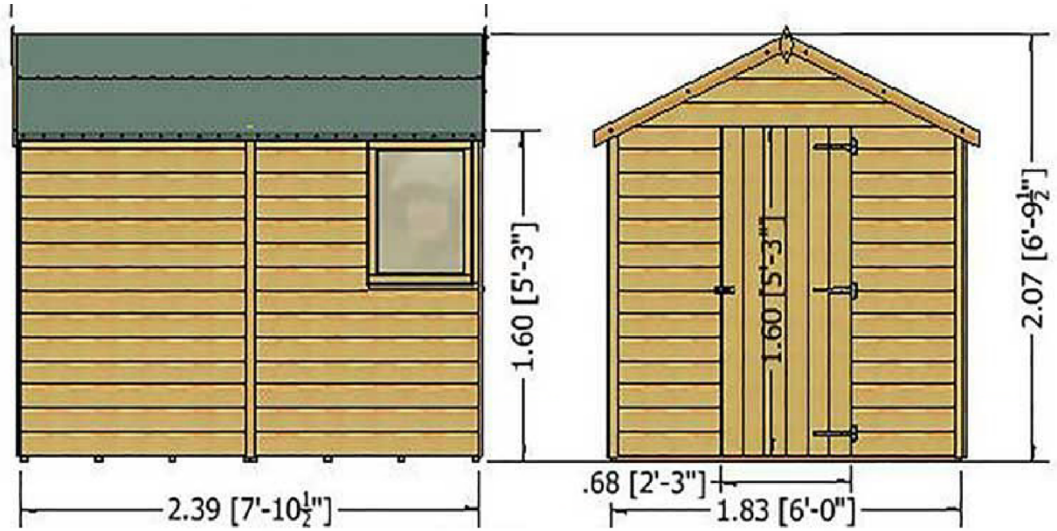
71 Kings Road, Berkhamsted, Hertfordshire, HP4 3BP



Item 5e 19/02915/RET

Retention of 8ft x 6ft shed

71 Kings Road, Berkhamsted, Hertfordshire, HP4 3BP



ITEM NUMBER: 5e

19/02915/RET	Retention of 8ft x 6ft shed	
Site Address:	71 Kings Road Berkhamsted Hertfordshire HP4 3BP	
Applicant:	Mr Horner	
Case Officer:	Colin Lecart	
Parish/Ward:	Berkhamsted Town Council	Berkhamsted West
Referral to Committee:	Objection from Town Council	

1. RECOMMENDATION

1.1 That planning permission be **GRANTED** subject to the suggested conditions.

2. SUMMARY

2.1 The principle of residential development is considered acceptable in the sites location within a residential area. It is not felt that the proposed works would have an adverse impact on the appearance of the dwelling and would not significantly detract from the street scene. The proposal is therefore deemed acceptable in accordance with the aims of the National Planning Policy Framework 2019; Policies CS4, CS11 and CS12 of the Core Strategy (2013); and saved Appendix 3 of the Dacorum Borough Local Plan (2004)

3. SITE DESCRIPTION

3.1 The application site comprises a semi-detached dwellinghouse located on the north-west side of Kings Road, Berkhamsted. The immediate area comprises properties of various architectural styles, sizes and build lines.

4. PROPOSAL

4.1 The application seeks permission for the retention of a wooden front garden shed. The dimensions of the shed are as follows 2.39m x 1.83m x 2.07m (depth x width x height). The eaves are 1.6m.

5. PLANNING HISTORY

Planning Applications :

4/00845/18/FHA - Construction of first floor room over front elevation single storey Extension.
GRA - 22nd May 2018

4/00226/18/FHA - Single storey front extension. Two storey rear extension and Alterations.
GRA - 15th March 2018

6. CONSTRAINTS

Parking Accessibility Zone (DBLP): 4

CIL Zone: CIL1

Former Land Use (Risk Zone): Cemetery, Kingshill Way, Berkhamsted

Former Land Use (Risk Zone): Old Chalk Pit, Kings Road, Berkhamsted

Parish: Berkhamsted CP

RAF Halton and Chenies Zone: Red (10.7m)

RAF Halton and Chenies Zone: RAF HALTON: DOTTED BLACK ZONE

Residential Area (Town/Village): Residential Area in Town Village (Berkhamsted)

EA Source Protection Zone: 2
EA Source Protection Zone: 3
Town: Berkhamsted

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (February 2019)
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

CS4 - The Towns and Large Villages
CS12 - Quality of Site Design

Supplementary Planning Guidance/Documents:

Residential Character Areas – BCA12: Shootersway

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal; and
The impact on visual amenity.

Principle of Development

9.2 The application site is located within Berkhamsted. Policy CS4 directs residential development to the towns and established residential areas. The overall principle of a garden shed in a residential area is deemed acceptable, subject to an assessment on its visual impact and its impact on the character of the area.

Quality of Design / Impact on Visual Amenity

9.3 The proposed shed is limited in scale/height and would be constructed from traditional design. The shed would be visible from the public domain when looking north (down) Kings Road. BCA12 states that *“curtilage buildings should not normally be positioned forward of the front wall of a dwelling fronting a highway, except where it can be demonstrated that the new building will not harm the character and appearance of the street scene.”* In this case, it is felt that the limited scale of the structure, combined with the fact that it is only visible when moving down Kings Road, means that

the impact on the street scene is minimal. Policy CS12 requires development to integrate with streetscape character and respect the adjoining properties in terms of layout. Whilst the proposal does differ from the immediate surroundings, there are examples of structures forward of properties in the street. For example, 65, 65A, 67 and 67A Kings Road all have large double garages between the main property and the road. Whilst these garages are set further back, their large scale is felt to make them equally as prominent on the street, when compared to modest shed. Further, when viewing the building from the top of Kings Road, the building is set against the backdrop of an existing fence, decreasing the visual impact. The National Planning Policy Framework requires development to be visually attractive and sympathetic to local character but does not specifically state that buildings should not be placed forward of dwellings. The appearance of the shed does not raise any concerns and would not harm the street scene in any significant way. Therefore, the shed is considered acceptable in accordance with the aforementioned policies.

Other Material Planning Considerations

Impact on Residential Amenity

9.4 Consideration has been given to the impact that the shed would have on the adjoining neighbours. Policy CS12 states that regarding the effect on the amenity of neighbours, development should avoid visual intrusion, loss of light and loss of privacy. There would be no harm to the residential amenities of the neighbouring properties as a result of this proposal in accordance with Policy CS12 of the Core Strategy and saved Appendix 7 of the Local Plan.

Impact on Highway Safety and Parking

9.5 The proposal would not create any additional bedrooms or affect the existing car parking layout. Therefore, the car parking arrangements are satisfactory as required by saved Policy 58 and saved Appendix 5 of the Local Plan.

10. CONCLUSION

10.1 The principle of residential development is considered acceptable in the sites location within a residential area. It is not felt that the proposed works would have an adverse impact on the appearance of the dwelling and would not significantly detract from the street scene. Furthermore, the development would not have a detrimental impact on the amenity of neighbouring properties. Access and car parking is deemed acceptable. Therefore, the proposal is acceptable in accordance with the aims of the National Planning Policy Framework 2012; Policies CS4, CS11 and CS12 of the Core Strategy 2006-2031; and saved Policies 57-58 and saved Appendices 5 and 7 of the Dacorum Borough Local Plan (DBLP) 1999-2011.

11. RECOMMENDATION

11.1 That planning permission be **GRANTED** subject to the suggested conditions:-

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

Proposed front elevation, no reference (received 13-Nov-19)

Proposed side elevation, no reference (received 13-Nov-19)

Proposed block plan, no reference (received 13-Nov-19)

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

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Local Parish	<p>Defer Decision</p> <p>The drawings made unclear the location of the shed and its proximity to the house. The Committee deferred decision until suitable drawings are made available.</p> <p>Objection</p> <p>The shed would be at the front of this prominent locale facing onto Kings Road which is in Berkhamsted Character Area BCA12. The proposal would give a cramped appearance to the property and would be out of keeping with the street scene.</p> <p>CS12; Appendix 3 (ii); BCA12.</p>

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
6	0	0	0	0

Neighbour Responses

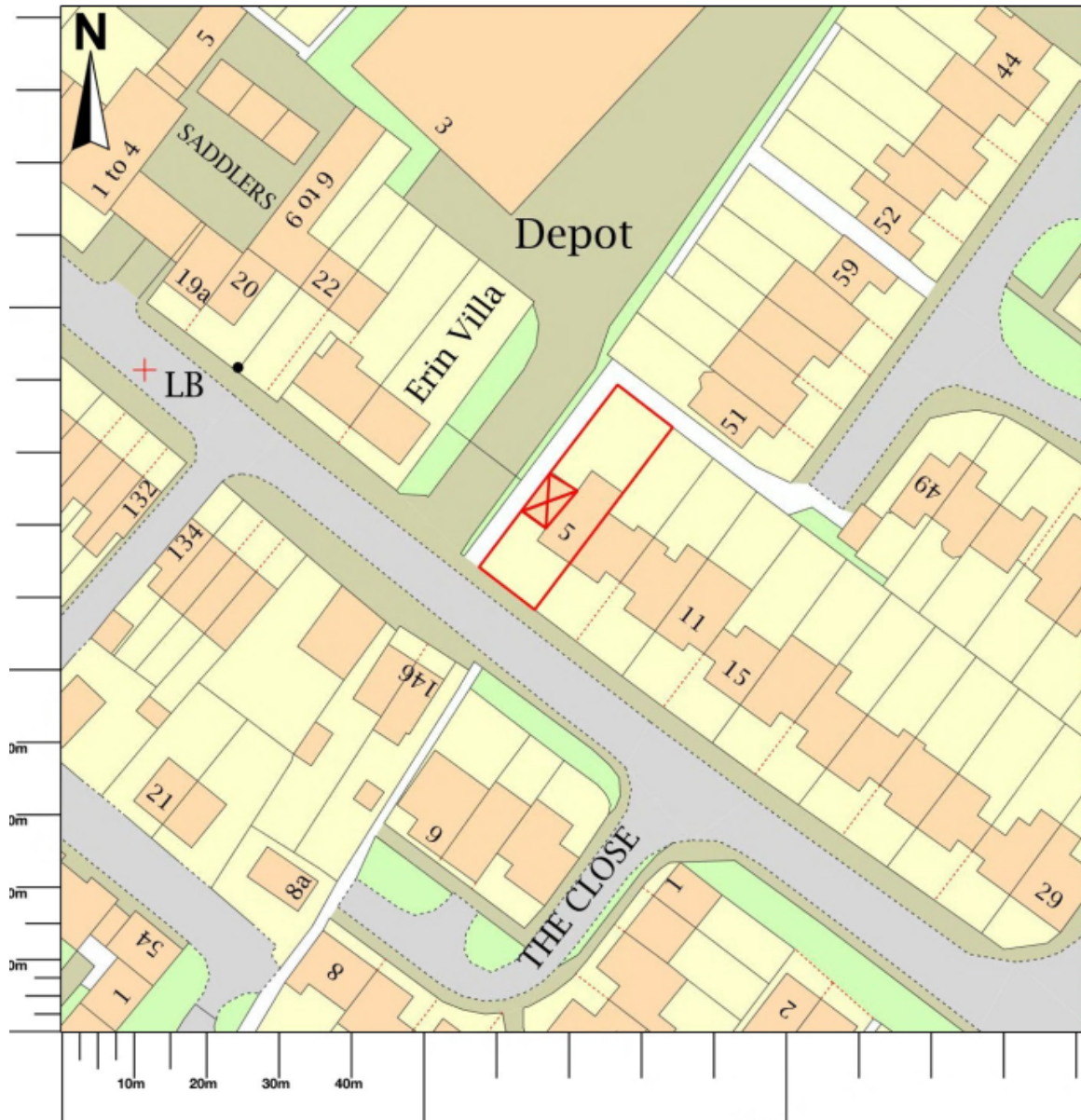
Address	Comments

Agenda Item 5f

Item 5f 19/02803/FHA

Two Storey side extension

5 London Road, Markyate, St Albans, Hertfordshire, AL3 8JL



Item 5f 19/02803/FHA

Two Storey side extension

5 London Road, Markyate, St Albans, Hertfordshire, AL3 8JL



FRONT ELEVATION
(EXISTING)



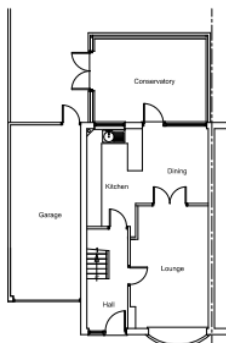
FRONT ELEVATION
(PROPOSED)



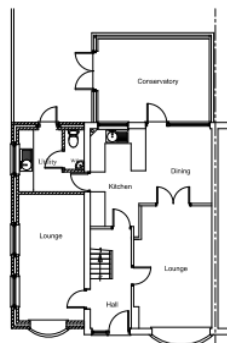
REAR ELEVATION
(EXISTING)



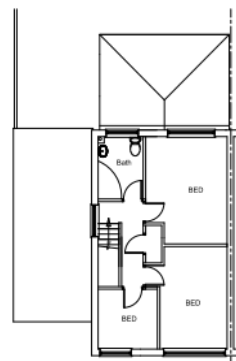
REAR ELEVATION
(PROPOSED)



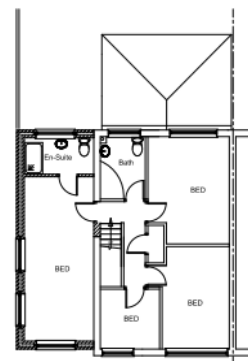
GROUND FLOOR PLAN
(EXISTING)



GROUND FLOOR PLAN
(PROPOSED)



FIRST FLOOR PLAN
(EXISTING)



FIRST FLOOR PLAN
(PROPOSED)

ITEM NUMBER: 5f

19/02803/FHA	Two Storey side extension	
Site Address:	5 London Road Markyate St Albans Hertfordshire AL3 8JL	
Applicant/Agent:	Mr & Mrs Connell & Doyle	
Case Officer:	Elsbeth Palmer	
Parish/Ward:	Markyate Parish Council	Watling
Referral to Committee:	Parish Council have a contrary view to officer recommendation	

1. RECOMMENDATION

1.1 That planning permission be **GRANTED** subject to the suggested conditions.

2. SUMMARY

2.1 The application seeks permission for a householder extension to a dwelling within the urban area of Markyate. Within such an area, development is acceptable in principle, subject to being in accordance with Policy 12 of the Core Strategy. The development does not create any issues of loss of neighbour amenity, or loss of character within the street scene, or to the existing building. The provision of two parking spaces for the 4-bedroom dwelling is considered acceptable.

3. SITE DESCRIPTION

3.1 5 London Road is a three bed semi-detached dwelling with parking for two cars to the front of the property and an attached garage. Bounding the north of the property is a footpath behind a mature hedgerow and trees. The property has a large rear garden.

4. PROPOSAL

4.1 The proposal is for a two-storey side extension. This includes conversion of the existing attached garage to living accommodation and an additional bedroom with en-suite at first floor.

5. PLANNING HISTORY

Planning Applications (If Any):

4/0532/79 - Historic File Check DMS for Documents and Further Details
DET - 17th May 1979

4/1493/79 - Historic File Check DMS for Documents and Further Details
DET - 15th November 1979

4/02400/16/FHA - two-storey side extension
GRA - 17th November 2016

Appeals (If Any):

6. CONSTRAINTS

Parking Accessibility Zone (DBLP): 4
CIL Zone: CIL3

Former Land Use (Risk Zone): Former Works, High Street, Markyate
Former Land Use (Risk Zone): Former Smithy, High Street, Markyate
Former Land Use (Risk Zone): Nabisco Factory/Depot, High Street, Markyate
Former Land Use (Risk Zone): Former Gasworks, Watling Street, Markyate
Large Village: Markyate
Parish: Markyate CP
RAF Halton and Chenies Zone: Green (15.2m)
Residential Area (Town/Village): Residential Area in Town Village (Markyate)
EA Source Protection Zone: 3

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (February 2019)
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

NP1 - Supporting Development
CS1 - Distribution of Development
CS4 - The Towns and Large Villages
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS29 - Sustainable Design and Construction

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2002)
Planning Obligations (2011)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;
The quality of design and impact on visual amenity;
The impact on residential amenity; and
The impact on highway safety and car parking.

Principle of Development

9.2 The site is situated within the large village of Markyate wherein residential development is acceptable in accordance with Policy CS4 of the Core Strategy.

Quality of Design / Impact on Visual Amenity

9.3 Saved appendix 7 of the Dacorum Local Plan (1991), policies CS11, CS12 of the Core Strategy (2013) and the NPPF all seek to ensure that any new development/alteration respects or improves the character of the surrounding area and adjacent properties in terms of scale, massing, materials, layout, bulk and height.

9.4 Furthermore, appendix 7 of the Local Plan (Small Scale House Extensions) outlines the importance of side extensions reflecting the design of the main house, while remaining secondary in appearance.

9.5 In accordance with the submitted application the proposed side extension would be of traditional design comprising brick walls, a tiled pitched roof and white UPVC windows/doors; all of which would complement the existing dwellinghouse. These materials are considered acceptable for this type of extension and in-keeping with the existing dwelling house, complying with policy CS12 of the Core Strategy.

9.6 The two storey side extension is set back from the front elevation of the dwelling house and down from the existing ridge height. Consequently, the proposed would appear secondary to the original dwelling.

9.7 As a result the two storey side extension is considered to be a relatively subservient element, and therefore not considered visually intrusive or harmful to the character and appearance of the dwelling or street scene; accordingly the proposed complies with the NPPF, appendix 7 of the Dacorum Local Plan (1991) and CS11, CS12 of the Core Strategy (2013).

Impact on Residential Amenity

9.8 The NPPF outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Appendix 3 of the Local Plan (1991) and policy CS12 of the Core Strategy (2013), seek to ensure that new development does not result in detrimental impact on the neighbouring properties and their amenity space. Thus, the proposed should be designed to reduce any impact on neighbouring properties by way of visual intrusion, loss of light or privacy. Moreover, appendix 7 of the Local Plan advises that alterations should be set within a line drawn at 45 degrees from the nearest neighbouring habitable window.

9.9 The proposed side extension is situated some distance from the surrounding properties; as a result, it is not considered that there would be a significant loss of sunlight or 120daylight to neighbouring windows/doors as a result of the proposed.

9.10 Furthermore, no invasion of privacy would occur, as there is already in existence a window in the side elevation at first floor, which will be replaced, by two high smaller high-level windows.

9.11 Thus, the proposed side extension would not impact upon the residential amenity and privacy of neighbouring residents. As a result the proposal in regards to residential amenity is acceptable in terms of the NPPF, appendix 3 of the Local Plan (1991) and policy CS12 of the Core Strategy (2013).

Impact on Highway Safety and Parking

9.12 The Council's Parking Standards within appendix 5 of the Local Plan (1991) requires a maximum of three off street parking spaces for four bed dwellings within the large village of Markyate.

9.13 The application seeks to increase the number of bedrooms from three to four, whilst removing an integral garage. There will still be space for two cars to park off street at the front of the dwelling. As the figures are maximum figures and the site is located within a sustainable location, it is considered that the proposal meets the requirements of policy CS12 of the Core Strategy 2013 and appendix 5 of the Local Plan (1991).

Other Material Planning Considerations

Impact on Trees and Landscaping

9.14 No significant trees will be affected by the proposal.

Response to Neighbour Comments

9.15 None received.

Community Infrastructure Levy (CIL)

9.16 Policy CS35 of the Core Strategy requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on 1 July 2015. This application is not CIL liable due to resulting in less than 100m² of additional floor space.

10. CONCLUSION

10.1 To conclude it is considered that the proposed two-storey side extension will be in character with the existing dwelling and will not have a detrimental impact on the character of the street scene. The extension is well removed from the attached neighbour and the nearest neighbour to the north and therefore will not result in any loss of amenity. The maximum parking provision for a 4 bedroom dwelling in Markyate is 3 spaces. As this is a maximum figure and the site is located within the large village of Markyate, which is a sustainable location it is considered that the provision of two spaces is acceptable.

11. RECOMMENDATION

11.1 That planning permission be **GRANTED** subject to the suggested conditions:-.

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. The materials to be used in the construction of the external surfaces of the development hereby permitted shall match the existing building in terms of size, colour and texture.

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

3. Any ground contamination encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

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.

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

Site Location Plan
Plans and Elevations 16/1683 Rev 1A

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

Informatives:

1. The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

In the event that no ground contamination is encountered, in order to discharge this condition, the developer will be required to submit a written statement confirming the absence of any visual or olfactory evidence of ground contamination and provide a supporting photographic record of any foundation excavations.

In the event that contamination is encountered the Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land.

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

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Environmental And Community Protection	Having reviewed the documentation submitted with the above planning application and having considered the information held by the

(DBC)	<p>Environmental Health Department I have the following advice and recommendations in relation to land contamination.</p> <p>The application is for an extension to an existing residential dwelling but one that is located within 25m of historical land uses with the potential to have resulted in ground contamination, including a gas works. There is also the possibility of an industrial works having occupied the application site in the mid-1900s, a land use that might also have resulted in ground contamination.</p> <p>Therefore, because of the proximity of potentially contaminative land uses to the application site and because there will be a requirement for intrusive groundworks to facilitate the proposed development it is recommended that the following condition is included on any permission that may be granted.</p> <p>Condition 1: Any ground contamination encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Informatives: The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.</p> <p>In the event that no ground contamination is encountered, in order to discharge this condition, the developer will be required to submit a written statement confirming the absence of any visual or olfactory evidence of ground contamination and provide a supporting photographic record of any foundation excavations.</p> <p>In the event that contamination is encountered the Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land.</p>
Local Parish	<p>Comments received 4/2/20</p> <p>At our Parish Council meeting this evening, the Councillors' unanimous</p>

	<p>decision was as follows:</p> <p>"Since approval was given in 2016, the character of the village has changed owing to planning permission for a multitude of dwellings, which has exacerbated the parking situation. This makes it imperative that a new development should provide its own parking space".</p> <p>Comments received 5.12.19</p> <p>"Objection due to loss of parking. This will exacerbate the present parking problems."</p>
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
8	0	0	0	0

Neighbour Responses

Address	Comments

Item 5g 19/02788/FUL

Demolition of detached garage and construction of two new semi-detached houses in the rear garden of Molly Ash

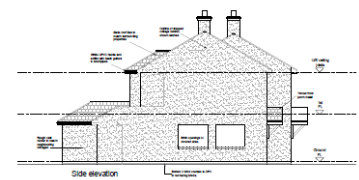
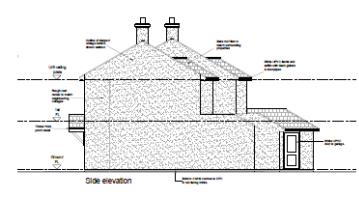
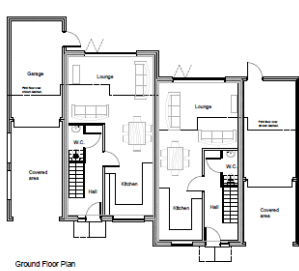
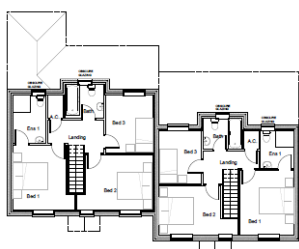
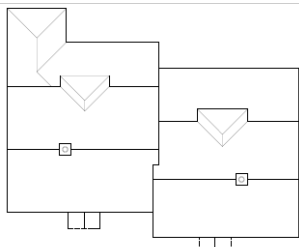
8 Alexandra Road, Chipperfield, Kings Langley, Hertfordshire, WD4 9DS



Item 5g 19/02788/FUL

Demolition of detached garage and construction of two new semi-detached houses in the rear garden of Molly Ash

8 Alexandra Road, Chipperfield, Kings Langley, Hertfordshire, WD4 9DS



ITEM NUMBER: 5g

19/02788/FUL	Demolition of detached garage and construction of two new semi-detached houses in the rear garden of Molly Ash	
Site Address:	8 Alexandra Road Chipperfield Kings Langley Hertfordshire WD4 9DS	
Applicant/Agent:	Mr Harman	
Case Officer:	Sally Robbins	
Parish/Ward:	Chipperfield Parish Council	Bovingdon/ Flaunden/ Chipperfield
Referral to Committee:	Ward Cllr call-in and contrary view of Parish Council	

1. RECOMMENDATION

1.1 That planning permission be **GRANTED** subject to the suggested conditions.

2. SUMMARY

2.1 The proposed dwellings constitute limited infilling in a village, which meets one of the exceptions to inappropriate development in the Green Belt. The dwellings are therefore acceptable in principle. The layout, design and scale of the proposed development will not have an adverse impact on the character and appearance of the adjacent Conservation Area, immediate street scene or residential amenity of surrounding properties. The proposed amenity space provision is compatible with the surrounding area and the scheme meets the parking requirements. The proposed development therefore complies with the National Planning Policy Framework (2019), Policies CS6, CS10, CS11, CS12 and CS27 of the Core Strategy (2013) and Saved Policies 58, 99, 100, 120 and Appendices 3 and 5 of the Local Plan (2004).

3. SITE DESCRIPTION

3.1 The application site comprises a roughly square shaped plot to the rear of Molly Ash and no. 8 Alexandra Road. Molly Ash has rear access from Croft Lane, leading to an area of hardstanding and a garage. No. 8 Alexandra Road comprises an existing wooden workshop, small shed together with hardstanding, which also has access from Croft Lane. The dwellings are separated by 1.8m high close-boarded fences, and there is mature hedging and other vegetation along the Croft Lane frontage. The remainder of the site is laid to lawn and other forms of vegetation.

3.2 The surrounding area comprises a variety of mainly terraced and semi-detached dwellings of varying styles and ages. The site lies close to the core of the village and backs onto the recently extended Chipperfield Conservation Area. The site is located in a Selected Small Village in the Green Belt.

4. PROPOSAL

4.1 The application seeks full planning permission for the demolition of the detached workshop to the rear of 8 Alexandra Road and the construction of a pair of semi-detached two storey dwellings.

5. PLANNING HISTORY

Planning Applications (If Any):

4/02492/18/FUL - Demolition of detached garage and construction of new detached dwelling in land fronting croft Lane.

WDN - 28th November 2018

4/00937/98/FHA - Single storey rear extension
GRA - 10th July 1998

Appeals (If Any):

6. CONSTRAINTS

Parking Accessibility Zone (DBLP): 4
Special Control for Advertisements: Advert Spec Contr
CIL Zone: CIL2
Former Land Use (Risk Zone): Infilled Pond, Alexandra Road, Chipperfield
Former Land Use (Risk Zone): Infilled Pond, Kings Lane, Chipperfield
Former Land Use (Risk Zone): Infilled Pond, Croft Lane, Chipperfield
Former Land Use (Risk Zone): Garage, Langley Road, Chipperfield
Green Belt: Policy: CS5
LHR Wind Turbine
Parish: Chipperfield CP
RAF Halton and Chenies Zone: Green (15.2m)
Small Village: 3
EA Source Protection Zone: 3

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (February 2019)
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

NP1 - Supporting Development
CS1 - Distribution of Development
CS6 - Selected Small Villages in the Green Belt
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS29 - Sustainable Design and Construction

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2002)

Planning Obligations (2011)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;
The quality of design and impact on visual amenity;
The impact on residential amenity; and
The impact on highway safety and car parking.

Principle of Development

9.2 The application site is located within the Green Belt wherein the provisions of section 13 of the National Planning Policy Framework (2019) apply. Paragraph 145 states that Local Planning Authorities should regard the construction of new buildings as inappropriate in the Green Belt. However, it goes on to list exceptions to inappropriate development, including limited infilling in villages.

9.3 The site lies within the heart of the designated 'Selected Small Village' of Chipperfield. Core Strategy Policy CS6 states that limited infilling with affordable housing for local people will be permitted, provided that the development: is sympathetic to its surroundings, including the adjoining countryside, in terms of local character, design, scale, landscaping and visual impact; and retains and protects features essential to the character and appearance of the village.

9.4 The proposal falls outside the normal infill approach under Policy CS6 which only allows infilling with affordable housing. However, the Council published an Affordable Housing Clarification Note (July 2016), which states that for infill sites in villages under Policy CS6, as all of these villages fall within the 'rural area' designated in the PPG, new dwellings will only need to be affordable where the scheme creates 6 or more units. As infilling is defined as schemes of 2 units or less, this means that the requirement for infill development to comprise affordable units set out in Policy CS6 longer applies.

9.5 The term 'limited' refers to development which does not create more than two extra dwellings and 'infilling' is a form of development whereby buildings, most frequently dwellings, are proposed or constructed within a gap along a clearly identifiable built-up frontage or within a group of buildings. The site comprises part of a gap within a clearly identifiable built up frontage along Croft Lane that would be capable of accommodating up to two dwellings comfortably and consistently with the existing grain of development.

9.6 Taking all of the above into account, it is considered that the proposal for a pair of semi-detached dwellings in this location is acceptable in principle. The main issues in this case relate to the impact of the development on the street scene and adjacent Conservation Area, the impact on residential amenity, parking, access and highway safety.

Quality of Design / Impact on Visual Amenity

9.7 The application site is situated adjacent to Chipperfield Conservation Area where development should conserve and enhance the established character or appearance of the area in accordance with Policy CS27 of the Core Strategy (2013). Saved Policy 120 of the Local Plan (2004) specifies

that development proposals outside a Conservation Area that affect its character and setting will be considered likewise.

9.8 More generally, Policies CS10, CS11 and CS12 of the Core Strategy, Saved Appendix 3 of the Local Plan (2004) and paragraph 127 of the NPPF seek to ensure that new development integrates with the surrounding area in terms of layout, design, scale and materials.

9.9 The surrounding area is varied in terms of dwelling style and age, however the proposed dwellings would be seen in the context of the adjoining row of terraced cottages (Endlea, Arden and Heathfield Cottage), which are considered to contribute positively to the street scene and wider setting of the Conservation Area. These cottages comprise simple frontages with modest porches, finished in rough cast white painted render. The character of the street scene is enhanced by the boundary treatment to the front of these cottages, which comprises low walls finished in brick and flint. The proposed development would also be seen in the context of longer views towards the rear of properties in Alexandra Road and towards the junction with Langley Road, which sit within the Conservation Area.

9.10 The proposed semi-detached dwellings would be staggered to follow the curve of the road. The dwellings would comprise traditional gable-end roofs finished in slate to match the surrounding properties. They would be finished in rough cast render and would comprise small porches, to follow the traditional architectural detail and finish of the adjacent cottages. On the front elevation the proposed design includes some contemporary details, including the integrated car ports and glazed side panels to the front doors. The front boundary wall would be low level and finished in brick and flint to harmonise with the boundary treatment to the front of the adjacent cottages. The dwellings would comprise centrally located chimney stacks and the rear elevation would comprise two small hipped projections at first floor level.

9.11 The Council's Conservation & Design Officer has been consulted and recommended that the plans should be amended to remove the soldier courses above the windows and to centralise the chimney stacks. Both of these suggestions have been incorporated into the design. The Conservation & Design Officer commented on the uncharacteristic covered car port area with garage behind, however did not consider that this would have a detrimental impact upon the setting of the adjacent Conservation Area.

9.12 It is considered that the layout, design and scale of the proposed dwellings will not have a detrimental impact upon the character and appearance of the surrounding area. In addition, the scheme will preserve the character of the adjacent Conservation Area. The proposal therefore complies with Saved Appendix 3 and Policy 120 of the Dacorum Local Plan (2004), Policies CS10, CS11, CS12 and CS27 of the Core Strategy (2013) and the NPPF (2019).

Impact on Residential Amenity

9.13 The NPPF (2019) outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan and Policy CS12 of the Core Strategy, seek to ensure that new development does not result in detrimental impact upon the neighbouring properties and their amenity space.

9.14 With respect to Molly Ash and no. 8 Alexandra Road, as a result of the proposed development the back-to-back separation distance at first floor level would be 23m, which meets the minimum requirement set out in Saved Appendix 3. There would be six windows at first floor level facing towards the rear, four of which would serve bathrooms and would be obscure glazed.

9.15 There are no side facing windows proposed at first floor level. As such there are no concerns regarding loss of privacy or overlooking to the residential units situated either side of the application site, including The Hornets and Endlea on Croft Lane. In addition, the proposed windows on the rear

elevation would have a limited oblique view of surrounding gardens. This would be further mitigated by obscure glazing to the first floor windows on the rear elevation.

9.16 Other dwellings situated to the rear of the site, including 5 and 6 Alexandra Road, are positioned at an oblique angle and situated a sufficient distance away that it is not considered there would be any significant loss of privacy.

9.17 The front elevation of the proposed dwellings would be situated less than 23m from the front elevation of Rosetas and Wansfell on Croft Lane, however it would be commensurate with the front-to-front separation distance in the surrounding area.

9.18 In terms of amenity space for the proposed and existing dwellings, the minimum requirement set out in Saved Appendix 3 of the Local Plan (2004) is 11.5m. However, some flexibility can be applied provided that the gardens are of a width, shape and size that ensures the space is functional and compatible with the surrounding area.

9.19 The proposed garden depths for the two dwellings would be 9m and 10.2m. As a result of the sub-division of the plots Molly Ash would have a garden depth of 10m and no. 8 Alexandra Road would have a depth 6.2m. These garden depths are less than the requirement set out in Saved Appendix 3, however are similar to the adjoining properties on Alexandra Road (nos. 1 - 7).

9.20 Taking into account the layout of the surrounding area, it is considered that a reduced garden depth is acceptable in this instance. Furthermore, it is considered that the proposed garden width, shape and size would result in a functional space that is compatible with the surrounding area.

9.21 The concerns of local residents have been taken into account with respect to the impact of the proposed development on the residential amenity of neighbouring properties. Whilst visible from surrounding units, it is not considered that the proposed development will have a significant impact upon light provision, privacy or overlooking. Nor will the development have a detrimental impact upon the living conditions of future occupiers. The proposal is considered to be acceptable in terms of the NPPF (2019), Saved Appendices 3 and 7 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013).

Impact on Highway Safety and Parking

9.22 Policy CS12 of the Core Strategy (2013) seeks to ensure developments have sufficient parking provision. Paragraph 105 of the NPPF (2019) states that when setting local parking standards authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport; local car ownership levels and the overall need to reduce the use of high emission vehicles. Policy CS8 of the Core Strategy (2013) and Saved Policies 57, 58 and Appendix 5 of the Local Plan (2004) promote an assessment based upon maximum parking standards.

9.23 The maximum parking requirement for a three bedroom dwelling in this location, according to Saved Appendix 5, is 2.25 spaces. Therefore the total parking requirement for the development is 4.5 spaces. The development proposes 4 off-street parking spaces comprised within a covered car port and garage for each dwelling. It is considered that this level of provision meets the maximum requirement and is acceptable.

9.24 One parking space would be lost to the rear of 8 Alexandra Road as a result of the proposed development. One space would also be retained to the front of no. 8 and there are no parking restrictions evident on Alexandra Road. Parking for Molly Ash would be retained.

9.25 The Highway Authority has been consulted and raised no objection to the proposal, including the proposed vehicle crossover, subject to the relevant conditions and informative notes.

9.26 Taking all of the above into account, it is considered that the proposed development will not result in a detrimental impact on local parking provision, nor will it have a severe impact to the safety and operation of the adjacent highway. Thus, the proposal meets the requirements of Policy CS8 and CS12 of the Core Strategy (2013) and Saved Appendix 5 of the Local Plan (2004).

Other Material Planning Considerations

Impact on Trees and Landscaping

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

9.28 There are no Tree Preservation Orders of otherwise protected trees within the application site. Existing trees, hedges and shrubs within the rear gardens of Molly Ash and no. 8 Alexandra Road would be removed to facilitate the development. By way of mitigation, the proposed scheme has the potential to provide soft and hard landscaping on site, as well as appropriate screening. Should planning permission be granted a condition would be recommended requesting details of hard surfacing materials, proposed boundary treatment and screening and other soft landscaping details.

9.29 Subject to the above landscaping condition, the proposal is considered to accord with Saved Policies 99 and 100 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013).

Waste Management

9.30 Saved Policy 129 of the Local Plan seeks to ensure that developments have adequate storage for refuse and recycling. This information has not been provided, however it is considered that there is adequate space within the site to provide secure space to store wheelie bins. These details would be secured via the above mentioned landscaping condition, should planning permission be granted. It is considered that the development could be incorporated into the existing refuse and recycling service and therefore complies with Policy 129.

Contaminated Land

9.31 The site resides within an area of potentially contaminative former land uses. As such the Council's Contaminated Land Officer has recommended conditions in order to identify and, if necessary, mitigate any land contamination. Appropriately, worded conditions would be added to any planning permission.

Response to Neighbour Comments

9.32 These points have been addressed above.

Community Infrastructure Levy (CIL)

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

10. CONCLUSION

10.1 By virtue of their sympathetic layout, design and scale the proposed semi-detached dwellings will conserve the character of the adjacent Conservation Area. Additionally. The proposal will not

adversely impact upon the visual amenity of the immediate street scene or the residential amenity of neighbouring occupants. The proposal is therefore in accordance with Saved Policy 120 and Appendices 3 and 5 of the Dacorum Local Plan (2004), Policies CS6, CS10, CS11, CS12 and CS27 of the Core Strategy (2013) and the NPPF (2019).

11. RECOMMENDATION

11.1 That planning permission be **GRANTED** subject to the suggested conditions:-

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. (a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.

(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:

- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
- (ii) The results from the application of an appropriate risk assessment methodology.

(c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.

(d) This site shall not be occupied, or brought into use, until:

- (i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.
- (ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

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.

3. Any contamination, other than that reported by virtue of Condition 2, encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully

implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

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.

4. No development shall commence until full details (in the form of scaled plans and/or written specifications) have been submitted and approved in writing by the Local Planning Authority to illustrate the following:

o Surface water drainage. Arrangement shall be made for surface water to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

o Proposed front boundary wall of a height of no greater than 0.6m to ensure that visibility levels for vehicles and pedestrians are maximised. This would need to be permanently maintained.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

5. Prior to the first use of the development hereby permitted the vehicular accesses and associated highway works shall be provided and thereafter retained at the position shown on the approved plan drawing number 1105 02. Arrangement 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: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

6. No development (excluding demolition/ground works) shall take place until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory appearance to the development and to safeguard the visual character of the area in accordance with Policies CS11, CS12 and CS27 of the Dacorum Borough Core Strategy (2013).

7. No construction of the superstructure shall take place until full details of both hard and soft landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- o all external hard surfaces within the site
- o other surfacing materials
- o means of enclosure (including heights of fences / walls etc.)
- o soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs
- o minor artefacts and structures (e.g. refuse or other storage units).

The planting must be carried out within one planting season of completing the development.

Any tree or shrub, which forms part of the approved landscaping scheme, which within a period of 5 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 similar species, size and maturity.

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as required by saved Policy 99 of the Dacorum Borough Local Plan (2004) and Policy CS12 (e) of the Dacorum Borough Council Core Strategy (2013).

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

1105 01 A (PROPOSED PLANS AND ELEVATIONS)
1105 02 (PROPOSED SITE PLAN)

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

Informatives:

1. Planning permission has been granted for this proposal. The Council acted pro-actively through early engagement with the applicant at the pre-application stage and through the course of the application, which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.
2. In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1730hrs on Monday to Friday, 08:00 - 13:00 Saturday and no works are permitted at any time on Sundays or bank holidays.
3. Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.
4. The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.
5. The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land.
6. Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus

or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

7. The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land, which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
8. It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Environmental And Community Protection (DBC)	<p>Environmental Helath (Noise & Air Quality):</p> <p>No objection on noise or air quality grounds.</p> <p>I would advise on the standard information for construction noise / dust being applied to any permission (see below).</p> <p>Construction Hours of Working - (Plant & Machinery) Informative</p> <p>In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1730hrs on Monday to Friday, 08:00 - 13:00 Saturday and no works are permitted at any time on Sundays or bank holidays.</p> <p>Construction Dust Informative</p> <p>Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all</p>

times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

Noise on Construction/Demolition Sites Informative

The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.

Further comments from Environmental Health (Contaminated Land):

Having reviewed the documentation submitted with the above planning application and having considered the information held by the Environmental Health Department I have the following advice and recommendations in relation to land contamination.

The application is for new dwellings on land that has been previously developed and which may have been associated with land uses or features with the potential to have resulted in ground contamination that could represent a risk to the proposed end use.

Therefore, it is recommended that the following condition is included on any permission that may be granted in order to ensure that the developer appropriately identifies and addresses any land contamination risks in implementing that permission.

Contaminated Land Conditions:

Condition 1:

(a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.

(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:

(i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;

(ii) The results from the application of an appropriate risk assessment methodology.

(c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.

(d) This site shall not be occupied, or brought into use, until:

(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

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.

Condition 2:

Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

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.

Informatives:

The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire.

	<p>This can be found on www.dacorum.gov.uk by searching for contaminated land.</p> <p>Please let me know if you would like to discuss this advice.</p>
Local Parish	<p>CPC: OBJECTION for the following reasons;</p> <ol style="list-style-type: none"> 1. Inadequate parking in 2 x proposed dwellings ' in a car dependent village 3 spaces are necessary for 3 bed dwellings. Furthermore, tandem parking is discouraged because it tends to lead to on-street parking of 1 vehicle. 2. Inadequate parking of retained dwellings ' No 8 Alexandra Road reduces from 2 spaces to 1; not acceptable. Molly Ash retains 2 spaces but also tandem which tends to lead to on-street parking. 3. On street parking within Croft Lane is reduced by the increased meterage dropped kerb. 4. Building line facing Croft Lane should be curved to match the curvature of the lane. 5. Overdevelopment of the site ' adjoining terrace of cottages are 2 bedrooms.
Hertfordshire Highways (HCC)	<p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <ol style="list-style-type: none"> 1. No development shall commence until full details (in the form of scaled plans and/or written specifications) have been submitted and approved in writing by the Local Planning Authority to illustrate the following: <ul style="list-style-type: none"> o Surface water drainage. Arrangement shall be made for surface water to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway. o Proposed front boundary hedge of a height of no greater than 0.6m to ensure that visibility levels for vehicles and pedestrians are maximised. This would need to be permanently maintained. Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018). 2. Access / Highway Works Prior to the first use of the development hereby permitted the vehicular accesses and associated highway works shall be provided and thereafter retained at the position shown on the approved plan drawing number 1105 02. Arrangement 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: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in

accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

HIGHWAY INFORMATIVES: Hertfordshire County Council (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) Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

AN) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

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

COMMENTS / ANALYSIS: The application comprises of the demolition of an existing detached garage and construction of two semi-detached dwellings at land to the rear of Molly Ash and 8 Alexander Road, Chipperfield - the new dwellings would be accessed from Croft Lane. Croft Lane is designated as an unclassified local access road, subject

to a speed limit of 30mph and is highway maintainable at public expense. Alexander Road is designated as highway but not maintainable at public expense.

ACCESS: There are two existing vehicle crossovers (VXO) from Croft Lane providing access to the rear of 8 Alexander Road and Molly Ash. One of these VXOs is to be utilised to provide access to a driveway for one of the proposed dwellings whilst the other VXO is to remain as a vehicular access for Molly Ash. In addition, there will be one new VXO providing access to a driveway/garage for the second proposed dwelling, which would require the extension of the existing dropped kerb for Molly Ash. The arrangements are shown on submitted plan no. 1105 02 and considered to be acceptable by HCC as Highway Authority.

The applicant would need to enter into an agreement with HCC as Highway Authority in relation to the works required to create the extended VXO and any other associated highway works.

The proposed front boundary planting would need to be of a height of no greater than 0.6m to ensure that vehicular and pedestrian visibility is maximised, particularly due the bend in the road to the north of the access.

PARKING & MANOEVRABILITY: The general layout and provision of parking (with two parking spaces per each of the new dwellings) is considered to be acceptable by HCC as Highway Authority. Although the proposals will lead to a loss of parking for 8 Alexander Road, any effects from this would not be significant enough to recommend refusal from a highways perspective. Dacorum Borough Council as parking authority would ultimately need to be satisfied with the overall level of parking.

REFUSE / WASTE COLLECTION: No specific details have been provided as part of the application. Provision would need to be made for an on-site bin-refuse store within 30m of the dwelling and within 25m of the kerbside/bin collection point.

EMERGENCY VEHICLE ACCESS: The proposal is within the recommended emergency vehicle access of 45 metres from the highway to all parts of the buildings. 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.

CONCLUSION: The applicant will need to enter into a vehicle crossover agreement with HCC as Highway Authority to cover the works required to widen the existing VXO. The proposal would not have an unreasonable impact on the safety and operation of the adjoining highway. HCC therefore has no objections on highway grounds to the application, subject to the inclusion of the above planning conditions and informatives.

Conservation & Design (DBC)	<p>The application site is to the rear of 8 Alexandra Road and Molly Ash but fronts on to Croft Lane. Molly Ash and 8 Alexandra Rd (along with the rest of Alexandra Road) was included in the extended Chipperfield Conservation Area boundary following the production of the 2011 Chipperfield Conservation Area appraisal; but the boundary does not incorporate the full plot. The site is adjacent to the Conservation Area and the impact upon the setting of the Chipperfield CA will therefore need to be considered. The rear part of the plot currently contains a garage / sheds / garden etc. Adjacent to the plot is a short terrace of 3 rendered properties (19th or early 20th century, extended) which front on to Croft Lane.</p> <p>In principle, an appropriately designed and detailed semi-detached pair of properties would be acceptable upon this plot and will preserve the street scene.</p> <p>The proposed 2 storey dwellings are proposed to be of roughcast render finish (to match the adjacent properties) which is acceptable - however I would suggest the render covers the window heads rather than leave the brick soldier courses exposed which would look rather awkward in my view (and being fully roughcast rendered would reflect the design of the adjacent terrace). The introduction of chimney stacks is welcomed but stacks, which are central to each roof, may look better in this case. The use of slate for the roofs is acceptable.</p> <p>The one element of the scheme that is visually rather uncharacteristic is the proposed covered area with garage behind for each dwelling (to provide the necessary parking) but this will not have a detrimental impact upon the setting of the adjacent Conservation Area.</p> <p>The low flint / brick front / side boundary wall is acceptable in principle.</p> <p>Recommend the plans are amended as outlined above (render over the window heads and central chimney stacks).</p> <p>If approved a condition requiring details of external construction materials is recommended.</p>
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
10	23	0	22	1

Neighbour Responses

Address	Comments
<p>Zellstones Croft Lane Chipperfield Kings Langley Hertfordshire WD4 9DU</p>	<p>I am writing to express my extreme opposition to the plan to place dwellings on the Croft Lane end of the garden of 8 Alexandra Road and Molly Ash, Alexandra Road. My wife and I live at Endlea, Croft Lane and our property is separated from the garden of number 8 by a narrow hard standing, small garden shed and narrow garden of the property at 7 Alexandra Road.</p> <p>Over development</p> <p>I strongly believe that the proposal is not consistent with the building to garden ratio which applies generally in Chipperfield. In addition the proposal will increase the density of buildings beyond reasonable levels and will be totally out of place with nearby homes.</p> <p>The proposed dwelling does not sit "on the existing building line between the terrace houses and the 1970 houses" as the developer has stated being situated a good way in front of our house and that of The Hornets.</p> <p>The development sits adjacent to the conservation area and I hope it would not be the Council's wish to have this dense development on such a border.</p> <p>The proposal fails to meet several criteria of the Chipperfield Design Statement being: respect for established informal building patterns, avoiding formal "estate style" layout, allowing for car access and parking away from the frontage.</p> <p>The development is unsympathetic to neighbouring residents.</p> <p>Overshadowing</p> <p>The new house at no 8 will severely restrict the amount of light to our home, particularly into our dining room/kitchen. It will also prevent the sun reaching our back garden and patio area, both in the winter and afternoons and evenings in the summer, The view from our dining room and main bedroom onto gardens and mature silver birch trees will be ruined.</p> <p>Overlooking</p> <p>The windows at the back of the proposed houses will look directly into our garden, particularly onto our patio which is situated at its bottom and was built there deliberately to catch the afternoon and evening sun (which will be blocked by the proposed buildings). This is an invasion of our privacy.</p> <p>Lack of benefit to the Community</p> <p>This development brings nothing good to the village. In fact it takes away a "green" area consisting of trees, shrubs and flowers. We need more of these areas, not fewer,</p> <p>The only people who will benefit are the owners and the developer who will be better off financially but leave a legacy of bricks and mortar.</p> <p>We don't need any more houses in the village. A number have been on the market all summer and remain unsold. Plans have been approved for a total of 14 houses on the Garden Centre site and 5 on the Spice Village site. A further t houses are proposed for the Land Rover site and the owner of</p> <p>The Orchard in Alexandra Road is persistent in his hope for approval of his plans for, currently, 3 houses there.</p>

Were this proposal to be granted I believe it would set a precedent for the village.

Inaccuracies and questionable statements in the design and access statement

The developer's design and access statement makes a number of incorrect statements and assumptions.

1.5 I strongly refute the assumption that the scheme "carefully and sensitively.....fits the street scene and compliments the nearby conservation area"

1.5 The proposed dwelling does not follow the building line in keeping with the neighbouring terraced houses to the right as the developer has stated being situated in front of our house and well ahead of that of The Hornets. The new buildings will not be "in keeping with the neighbouring terraced houses to the right". None of these have a carport, described as a covered driveway. One has an integralgarage. The othertwo do not. None of the homes in the vicinity look anything like the houses proposed.

1.7 The street scene cannot be enhanced by replacing gardens with two houses.

2.0.2 The houses are not set on a building line to match the neighbouring terrace houses as mentioned above. Best use of the site would be to leave it as it is.

2.2.2The developers seem to think it is a good idea to "infilla clearly identifiable gap in the built up frontage of Croft Lane". I strongly disagree. The gap gives us green space.

2.2.4I disagree that it makes more effective use of the site. Removal of green space is not to be desired.

2.3.2In what way does the building make better use of the site? By replacing a pleasant garden with a pile of bricks?

2.5.4 The garden areas created are certainly not in keeping with those neighbouring the site. They and what is left of the existing gardens will be much smaller than their neighbours.

Lack of adequate parking

The parking requirement for a new three bedroom house is for 2.25 (ie 3) parking spaces on a property. This means that the two houses proposed should have 5 spaces and they only offer 4.

These are only made possible by sitingthem end-on-end with one in a garage. None of the houses in the vicinity have this arrangement so I again question the developer's statement in 1.6 that "The semi-detached dwellings.....are in keeping with the neighbouring terraced houses to the right".

The inconvenience of having to move one car in order to get another car out of the garage will mean that one of them will be permanently parked in Croft Lane thus adding to the existing parking problem. This will be increased by the removal of one on street parking place through the addition of a new dropped kerb for the house on the rear garden of Molly Ash.

Since one parking space at the foot of the garden of No: 8 will become one of the spaces for the proposed house on the No:8 site this removes a space forthe existing house at No:8 so the toial number of new spaces provided for the two houses is actually only 3 and the number of spaces for

No:8 is reduced to 1. In practice, therefore, if we assume one car from each house will be parked in Croft Lane and the number of on street

	<p>spaces is reduced from 3 to 2, there will not be any spaces in front of the new houses for anyone else to park.</p> <p>There are no planned visitor parking spaces so they will end up parking somewhere in Croft Lane, thus adding to an existing problem.</p> <p>Trees and Hedges</p> <p>On the planning application question 10 asks "Are there any trees or hedges which.....might be important as part of the local landscape character?" to which the developer has answered "No".</p> <p>I strongly refute this answer. There are substantial mature trees on the site which are important to the residents of Croft Lane since there are no other trees in the immediate vicinity. Trees are important in so many ways as we now all appreciate. Three hedges which currently add to the greenness of the area will be grubbed up.</p> <p>Drains and sewage</p> <p>Mention is made that foul sewage will be dealt with by Mains sewer. Existing sewage drains from Nos: 7 and 8 Alexandra Road (and maybe others) flow under their gardens and, therefore, under the new building(s) and into the main drain in Croft Lane. This is already inadequate and backs up severely on occasions. More such from the new buildings will only exacerbate the situation.</p> <p>Traffic</p> <p>Existing heavy traffic which will be increased by owners of the new houses to be built on the Garden Centre site, their families and visitors will be further amplified by the cars of the new owners of the proposed development, their family and visitors. Croft Lane already suffers from traffic problems, being a narrow road with a dogleg just by the site of the proposed development. It is not helped by on street parking in the road in front of the proposed development in that this makes it difficult to see whether a car is coming from the other direction.</p> <p>I hope that you can see that there are a number of reasons for this proposal to be refused. Many of these stated above will apply to ANY proposal to build on the sites and to which I would object expressing similar views.</p>
<p>Melrose Croft Lane Chipperfield Kings Langley Hertfordshire WD4 9DU</p>	<p>I am writing to express my extreme opposition to the plan to place dwellings on the Croft Lane end of the garden of 8 Alexandra Road and Molly Ash, Alexandra Road. My wife and I live at Endlea, Croft Lane and our property is separated from the garden of number 8 by a narrow hard standing, small garden shed and narrow garden of the property at 7 Alexandra Road.</p> <p>Over development</p> <p>I strongly believe that the proposal is not consistent with the building to garden ratio which applies generally in Chipperfield. In addition the proposal will increase the density of buildings beyond reasonable levels and will be totally out of place with nearby homes.</p> <p>The proposed dwelling does not sit "on the existing building line between the terrace houses and the 1970 houses" as the developer has stated being situated a good way in front of our house and that of The Hornets.</p> <p>The development sits adjacent to the conservation area and I hope it would not be the Council's wish to have this dense development on such a border.</p>

The proposal fails to meet several criteria of the Chipperfield Design Statement being: respect for established informal building patterns, avoiding formal "estate style" layout, allowing for car access and parking away from the frontage.

The development is unsympathetic to neighbouring residents.

Overshadowing

The new house at no 8 will severely restrict the amount of light to our home, particularly into our dining room/kitchen. It will also prevent the sun reaching our back garden and patio area, both in the winter and afternoons and evenings in the summer, The view from our dining room and main bedroom onto gardens and mature silver birch trees will be ruined.

Overlooking

The windows at the back of the proposed houses will look directly into our garden, particularly onto our patio which is situated at its bottom and was built there deliberately to catch the afternoon and evening sun (which will be blocked by the proposed buildings). This is an invasion of our privacy.

Lack of benefit to the Community

This development brings nothing good to the village. In fact it takes away a "green" area consisting of trees, shrubs and flowers. We need more of these areas, not fewer,

The only people who will benefit are the owners and the developer who will be better off financially but leave a legacy of bricks and mortar.

We don't need any more houses in the village. A number have been on the market all summer and remain unsold. Plans have been approved for a total of 14 houses on the Garden Centre site and 5 on the Spice Village site. A further 4 houses are proposed for the Land Rover site and the owner of

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1.5 The proposed dwelling does not follow the building line in keeping with the neighbouring terraced houses to the right as the developer has stated being situated in front of our house and well ahead of that of The Hornets. The new buildings will not be "in keeping with the neighbouring terraced houses to the right". None of these have a carport, described as a covered driveway. One has an integralgarage. The othertwo do not. None of the homes in the vicinity look anything like the houses proposed.

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2.2.2 The developers seem to think it is a good idea to "infill a clearly identifiable gap in the built up frontage of Croft Lane". I strongly disagree. The gap gives us green space.

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2.3.2 In what way does the building make better use of the site? By replacing a pleasant garden with a pile of bricks?

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The parking requirement for a new three bedroom house is for 2.25 (ie 3) parking spaces on a property. This means that the two houses proposed should have 5 spaces and they only offer 4.

These are only made possible by siting them end-on-end with one in a garage. None of the houses in the vicinity have this arrangement so I again question the developer's statement in 1.6 that "The semi-detached dwellings.....are in keeping with the neighbouring terraced houses to the right".

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I strongly refute this answer. There are substantial mature trees on the site which are important to the residents of Croft Lane since there are no other trees in the immediate vicinity. Trees are important in so many ways as we now all appreciate. Three hedges which currently add to the greenness of the area will be grubbed up.

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Mention is made that foul sewage will be dealt with by Mains sewer. Existing sewage drains from Nos: 7 and 8 Alexandra Road (and maybe others) flow under their gardens and, therefore, under the new building(s) and into the main drain in Croft Lane. This is already inadequate and backs up severely on occasions. More such from the new buildings will only exacerbate the situation.

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	<p>Existing heavy traffic which will be increased by owners of the new houses to be built on the Garden Centre site, their families and visitors will be further amplified by the cars of the new owners of the proposed development, their family and visitors. Croft Lane already suffers from traffic problems, being a narrow road with a dogleg just by the site of the proposed development. It is not helped by on street parking in the road in front of the proposed development in that this makes it difficult to see whether a car is coming from the other direction.</p> <p>I hope that you can see that there are a number of reasons for this proposal to be refused. Many of these stated above will apply to ANY proposal to build on the sites and to which I would object expressing similar views.</p>
<p>Heathfield Cottage Croft Lane Chipperfield Kings Langley Hertfordshire WD4 9DU</p>	<p>I am writing to express my extreme opposition to the plan to place dwellings on the Croft Lane end of the garden of 8 Alexandra Road and Molly Ash, Alexandra Road. My wife and I live at Endlea, Croft Lane and our property is separated from the garden of number 8 by a narrow hard standing, small garden shed and narrow garden of the property at 7 Alexandra Road.</p> <p>Over development</p> <p>I strongly believe that the proposal is not consistent with the building to garden ratio which applies generally in Chipperfield. In addition the proposal will increase the density of buildings beyond reasonable levels and will be totally out of place with nearby homes.</p> <p>The proposed dwelling does not sit "on the existing building line between the terrace houses and the 1970 houses" as the developer has stated being situated a good way in front of our house and that of The Hornets.</p> <p>The development sits adjacent to the conservation area and I hope it would not be the Council's wish to have this dense development on such a border.</p> <p>The proposal fails to meet several criteria of the Chipperfield Design Statement being: respect for established informal building patterns, avoiding formal "estate style" layout, allowing for car access and parking away from the frontage.</p> <p>The development is unsympathetic to neighbouring residents.</p> <p>Overshadowing</p> <p>The new house at no 8 will severely restrict the amount of light to our home, particularly into our dining room/kitchen. It will also prevent the sun reaching our back garden and patio area, both in the winter and afternoons and evenings in the summer, The view from our dining room and main bedroom onto gardens and mature silver birch trees will be ruined.</p> <p>Overlooking</p> <p>The windows at the back of the proposed houses will look directly into our garden, particularly onto our patio which is situated at its bottom and was built there deliberately to catch the afternoon and evening sun (which will be blocked by the proposed buildings). This is an invasion of our privacy.</p> <p>Lack of benefit to the Community</p> <p>This development brings nothing good to the village. In fact it takes away a "green" area consisting of trees, shrubs and flowers. We need more of these areas, not fewer,</p>

The only people who will benefit are the owners and the developer who will be better off financially but leave a legacy of bricks and mortar. We don't need any more houses in the village. A number have been on the market all summer and remain unsold. Plans have been approved for a total of 14 houses on the Garden Centre site and 5 on the Spice Village site. A further 10 houses are proposed for the Land Rover site and the owner of

The Orchard in Alexandra Road is persistent in his hope for approval of his plans for, currently, 3 houses there.

Were this proposal to be granted I believe it would set a precedent for the village.

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The developer's design and access statement makes a number of incorrect statements and assumptions.

1.5 I strongly refute the assumption that the scheme "carefully and sensitively.....fits the street scene and compliments the nearby conservation area"

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<p>Timbertop Croft Lane Chipperfield Kings Langley Hertfordshire WD4 9DU</p>	<p>I am writing to express my extreme opposition to the plan to place dwellings on the Croft Lane end of the garden of 8 Alexandra Road and Molly Ash, Alexandra Road. My wife and I live at Endlea, Croft Lane and our property is separated from the garden of number 8 by a narrow hard standing, small garden shed and narrow garden of the property at 7 Alexandra Road.</p> <p>Over development</p> <p>I strongly believe that the proposal is not consistent with the building to garden ratio which applies generally in Chipperfield. In addition the</p>

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The development sits adjacent to the conservation area and I hope it would not be the Council's wish to have this dense development on such a border.

The proposal fails to meet several criteria of the Chipperfield Design Statement being: respect for established informal building patterns, avoiding formal "estate style" layout, allowing for car access and parking away from the frontage.

The development is unsympathetic to neighbouring residents.

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<p>Milford Croft Lane Chipperfield Kings Langley Hertfordshire WD4 9DU</p>	<p>I am writing to express my extreme opposition to the plan to place dwellings on the Croft Lane end of the garden of 8 Alexandra Road and Molly Ash, Alexandra Road. My wife and I live at Endlea, Croft Lane and our property is separated from the garden of number 8 by a narrow hard standing, small garden shed and narrow garden of the property at 7 Alexandra Road.</p> <p>Over development I strongly believe that the proposal is not consistent with the building to garden ratio which applies generally in Chipperfield. In addition the proposal will increase the density of buildings beyond reasonable levels and will be totally out of place with nearby homes. The proposed dwelling does not sit "on the existing building line between the terrace houses and the 1970 houses" as the developer has stated being situated a good way in front of our house and that of The Hornets. The development sits adjacent to the conservation area and I hope it would not be the Council's wish to have this dense development on such a border. The proposal fails to meet several criteria of the Chipperfield Design Statement being: respect for established informal building patterns, avoiding formal "estate style" layout, allowing for car access and parking away from the frontage. The development is unsympathetic to neighbouring residents.</p> <p>Overshadowing The new house at no 8 will severely restrict the amount of light to our home, particularly into our dining room/kitchen. It will also prevent the sun reaching our back garden and patio area, both in the winter and afternoons and evenings in the summer, The view from our dining room and main bedroom onto gardens and mature silver birch trees will be ruined.</p> <p>Overlooking The windows at the back of the proposed houses will look directly into our garden, particularly onto our patio which is situated at its bottom and was built there deliberately to catch the afternoon and evening sun</p>

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<p>The Orchard Alexandra Road Chipperfield Kings Langley Hertfordshire WD4 9DS</p>	<p>I would like to support this development as village needs more houses.</p>
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<p>Bay Cottage 7 Alexandra Road Chipperfield Kings Langley Hertfordshire WD4 9DS</p>	<p>19/02788/FUL Demolition of detached garage and construction of two new semi-detached houses in the rear garden of Molly Ash 8 Alexandra Road Chipperfield Kings Langley Hertfordshire WD4 9DS</p> <p>Whilst we are happy that the plans now incorporate the minimum distance of 23m between the main rear walls of the proposed houses and those on Alexandra Road (including ours), as required by the local plan, we still feel there are significant shortcomings with the proposed design, particularly with respect to parking and sewage.</p> <p>Most of these shortcomings stem from the fact that the proposed site, is an over development - 2 bedroom houses would be more suitable than the proposed 3 bedroom houses. I feel that in an attempt to shoe horn in 3 bedroom houses the design has been poorly conceived.</p> <p>Finally, it is pertinent to make reference to the proposed development on the Orchard (Planning application /03231/18/FUL) which was rejected earlier this year for some of the reasons I describe below.</p> <p>1) Parking</p> <ul style="list-style-type: none"> - The proposal provides 2 parking spaces per property, but these are provided end-on-end, one of which is inside a garage. This is totally impractical as only one car, at any one time, can access the street. - This will almost certainly mean future inhabitants will end up with at least one car parked on the road. - As Chipperfield is zone 4, in terms of accessibility, the local plan (pg. 434 on the link below) states that 2.25 car spaces should be provided for new 3 bedroom houses. This should mean the new houses need to provide 5 spaces between them. The proposed does not achieve this and actually removes one on-street parking space through the addition of a new dropped curb.

<http://www.dacorum.gov.uk/docs/default-source/strategic-planning/dacorum-borough-local-plan-adopted-2004---post-adoption-of-core-strategy-and-site-allocations-dpds.pdf?sfvrsn=2>

- The proposal is misleading and further flawed by the fact it only provides a net increase of 3 car parking spaces across the 4 houses (8 Alexandra Road, Molly Ash and the 2 proposed) as one space from the existing houses is cannibalised - the number of parking spaces currently available to #8 and Molly Ash would drop from 3 to 2.

- I don't know how many bedrooms Molly Ash and #8 have, but I must assume they have at least 3 each and whilst 1 parking space per home may be sufficient for the current owners I don't think anyone can be satisfied this will be sufficient for future owners and families, especially in a world where increasing numbers of families have at least 2 cars.

- All in all the proposed scheme will add further pressure to the parking on both Alexandra Road (which has very limited parking as it is), Croft Lane and the roads surrounding it. Alexandra Road has no capacity for more cars and Croft Lane is not much better. To illustrate this, we have a rear parking space at the end of our garden that fronts onto Croft Lane and this has frequently been blocked by Croft Lane residents whom had nowhere else to park. Thus I cannot see how the proposed development will do anything more than exacerbate this problem.

2) Boundary, Design, Overshadowing

- The proposal is to build right up to our boundary with virtually no space in-between.

- This is obtrusive, over bearing and will no doubt reduce the light into our garden.

- Is there a minimum required set back from the boundary? If so, then this would fail the test by any measure.

- The design statement says the new houses will be inkeeping with the existing houses; I am not sure how the developer concluded this - there are no other houses with a "car port" in the vicinity. The proposed houses will be out of character and damage the residential amenity of neighbors - the only reason the "car ports" are included in the design is to squeeze a 3rd bedroom in, which is another example of how this is an over development.

3) Public Sewer

- A public sewer, from Alexandra Road, runs partially through the garden of 7 Alexandra Road, before running through number 8.

- No reference to this is made in the plans, and unless clarified, I can only assume the plan is to build over the public sewer - in which case has permission been sought and obtained from the sewage undertaker?

4) Garden Depth

- It is difficult to tell from the plans whether the depth of the gardens meet the minimum requirement of 11.5m.

- This should be clarified.

	<p>I hope that you agree with the issues I have raised above, particularly the parking provisions which verge on absurd. Therefore unless the applicant can provide suitable parking, which adheres to the local plan's requirements, then I urge you to reject the proposal. I would also encourage you to insist that the applicant clarifies the sewer point.</p>
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<p>Beechcroft Croft Lane Chipperfield Kings Langley Hertfordshire WD4 9DX</p>	<p>I am writing to express my extreme opposition to the plan to place dwellings on the Croft Lane end of the garden of 8 Alexandra Road and Molly Ash, Alexandra Road. My wife and I live at Endlea, Croft Lane and our property is separated from the garden of number 8 by a narrow hard standing, small garden shed and narrow garden of the property at 7 Alexandra Road.</p> <p>Over development</p> <p>I strongly believe that the proposal is not consistent with the building to garden ratio which applies generally in Chipperfield. In addition the proposal will increase the density of buildings beyond reasonable levels and will be totally out of place with nearby homes.</p> <p>The proposed dwelling does not sit "on the existing building line between the terrace houses and the 1970 houses" as the developer has stated being situated a good way in front of our house and that of The Hornets.</p>

The development sits adjacent to the conservation area and I hope it would not be the Council's wish to have this dense development on such a border.

The proposal fails to meet several criteria of the Chipperfield Design Statement being: respect for established informal building patterns, avoiding formal "estate style" layout, allowing for car access and parking away from the frontage.

The development is unsympathetic to neighbouring residents.

Overshadowing

The new house at no 8 will severely restrict the amount of light to our home, particularly into our dining room/kitchen. It will also prevent the sun reaching our back garden and patio area, both in the winter and afternoons and evenings in the summer, The view from our dining room and main bedroom onto gardens and mature silver birch trees will be ruined.

Overlooking

The windows at the back of the proposed houses will look directly into our garden, particularly onto our patio which is situated at its bottom and was built there deliberately to catch the afternoon and evening sun (which will be blocked by the proposed buildings). This is an invasion of our privacy.

Lack of benefit to the Community

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The only people who will benefit are the owners and the developer who will be better off financially but leave a legacy of bricks and mortar.

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The Orchard in Alexandra Road is persistent in his hope for approval of his plans for, currently, 3 houses there.

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The developer's design and access statement makes a number of incorrect statements and assumptions.

1.5 I strongly refute the assumption that the scheme "carefully and sensitively.....fits the street scene and compliments the nearby conservation area"

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1.7 The street scene cannot be enhanced by replacing gardens with two houses.

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2.2.2The developers seem to think it is a good idea to "infilla clearly identifiable gap in the built up frontage of Croft Lane". I strongly disagree. The gap gives us green space.

2.2.4I disagree that it makes more effective use of the site. Removal of green space is not to be desired.

2.3.2In what way does the building make better use of the site? By replacing a pleasant garden with a pile of bricks?

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<p>Rosetas Croft Lane Chipperfield Kings Langley Hertfordshire WD4 9DX</p>	<p>I am writing to express my extreme opposition to the plan to place dwellings on the Croft Lane end of the garden of 8 Alexandra Road and Molly Ash, Alexandra Road. My wife and I live at Endlea, Croft Lane and our property is separated from the garden of number 8 by a narrow hard standing, small garden shed and narrow garden of the property at 7 Alexandra Road.</p> <p>Over development I strongly believe that the proposal is not consistent with the building to garden ratio which applies generally in Chipperfield. In addition the proposal will increase the density of buildings beyond reasonable levels and will be totally out of place with nearby homes.</p> <p>The proposed dwelling does not sit "on the existing building line between the terrace houses and the 1970 houses" as the developer has stated being situated a good way in front of our house and that of The Hornets.</p> <p>The development sits adjacent to the conservation area and I hope it would not be the Council's wish to have this dense development on such a border.</p> <p>The proposal fails to meet several criteria of the Chipperfield Design Statement being: respect for established informal building patterns, avoiding formal "estate style" layout, allowing for car access and parking away from the frontage.</p> <p>The development is unsympathetic to neighbouring residents.</p> <p>Overshadowing The new house at no 8 will severely restrict the amount of light to our home, particularly into our dining room/kitchen. It will also prevent the sun reaching our back garden and patio area, both in the winter and afternoons and evenings in the summer, The view from our dining room and main bedroom onto gardens and mature silver birch trees will be ruined.</p> <p>Overlooking The windows at the back of the proposed houses will look directly into our garden, particularly onto our patio which is situated at its bottom and was built there deliberately to catch the afternoon and evening sun (which will be blocked by the proposed buildings). This is an invasion of our privacy.</p> <p>Lack of benefit to the Community</p>

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<p>Wansfell Croft Lane Chipperfield Kings Langley Hertfordshire WD4 9DX</p>	<p>I am writing to express my extreme opposition to the plan to place dwellings on the Croft Lane end of the garden of 8 Alexandra Road and Molly Ash, Alexandra Road. My wife and I live at Endlea, Croft Lane and our property is separated from the garden of number 8 by a narrow hard standing, small garden shed and narrow garden of the property at 7 Alexandra Road.</p> <p>Over development</p>

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<p>Green Orchard Croft Lane Chipperfield Kings Langley</p>	<p>I am writing to express my extreme opposition to the plan to place dwellings on the Croft Lane end of the garden of 8 Alexandra Road and Molly Ash, Alexandra Road.</p>

<p>Hertfordshire WD4 9DU</p>	<p>Over development I strongly believe that the proposal is not consistent with the building to garden ratio which applies generally in Chipperfield. In addition the proposal will increase the density of buildings beyond reasonable levels and will be totally out of place with nearby homes.</p> <p>The proposed dwelling does not sit "on the existing building line between the terraced houses and the 1970 houses" as the developer has stated being situated a good way in front of the terraced houses and that of The Hornets.</p> <p>The development sits adjacent to the conservation area and I hope it would not be the Council's wish to have this dense development on such a border.</p> <p>The proposal fails to meet several criteria of the Chipperfield Design Statement being: respect for established informal building patterns, avoiding formal "estate style" layout allowing for car access and parking away from the frontage.</p> <p>The development is unsympathetic to neighbouring residents.</p> <p>Lack of benefit to the Community This development brings nothing good to the village. In fact it takes away a "green" area consisting of trees, shrubs and flowers. We need more of these areas, not fewer.</p> <p>The only people who will benefit are the owners and the developer who will be better off financially but leave a legacy of bricks and mortar.</p> <p>We don't need any more houses in the village. A number have been on the market all summer and remain unsold. Plans have been approved for a total of 4 houses on the Garden Centre site and 5 on the Spice Village site. A further 3 houses are proposed for the Land Rover site and the owner of The Orchard in Alexandra Road is persistent in his hope for approval of his plans for, currently, 3 houses there.</p> <p>Were this proposal to be granted I believe it would set a precedent for the village.</p> <p>Lack of adequate parking The parking requirement for a new three bedroom house is for 2.25 (ie 3) parking spaces on a property. This means that the two houses proposed should have 5 spaces and they only offer 4.</p> <p>These are only made possible by siting them end-on-end with one in a garage. None of the houses in the vicinity have this arrangement so I again question the developer's statement in 1.6 that "The semi-detached dwellings....., are in keeping with the neighbouring terraced houses to the right".</p> <p>The inconvenience of having to move one car in order to get another car out of the garage will mean that one of them will be permanently parked in Croft Lane thus adding to the existing parking</p>
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problem. This will be increased by the removal of one on street parking place through the addition of a new dropped kerb for the house on the rear garden of Molly Ash.

Since one parking space at the foot of the garden of No: 8 will become one of the spaces for the proposed house on the No: 8 site this removes a space for the existing house at No:8 so the total number of new spaces provided for the two houses is actually only 3 and the number of spaces for No:8 is reduced to 1.

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<p>Reddings Croft Lane Chipperfield Kings Langley Hertfordshire WD4 9DU</p>	<p>I am writing to express my extreme opposition to the plan to place dwellings on the Croft Lane end of the garden of 8 Alexandra Road and Molly Ash, Alexandra Road.</p> <p>Over development I strongly believe that the proposal is not consistent with the building to garden ratio which applies generally in Chipperfield. In addition the proposal will increase the density of buildings beyond reasonable levels and will be totally out of place with nearby homes.</p> <p>The proposed dwelling does not sit "on the existing building line between the terraced houses and the 1970 houses" as the developer has stated being situated a good way in front of the terraced houses and that of The Hornets.</p> <p>The development sits adjacent to the conservation area and I hope it would not be the Council's wish to have this dense development on such a border.</p> <p>The proposal fails to meet several criteria of the Chipperfield Design Statement being: respect for established informal building patterns, avoiding formal "estate style" layout allowing for car access and parking away from the frontage.</p> <p>The development is unsympathetic to neighbouring residents. Lack of benefit to the Community This development brings nothing good to the village. In fact it takes away a "green" area consisting of trees, shrubs and flowers. We need more of these areas, not fewer.</p> <p>The only people who will benefit are the owners and the developer who will be better off financially but leave a legacy of bricks and mortar. We don't need any more houses in the village. A number have been on the market all summer and remain unsold. Plans have been approved for a total of L4 houses on the Garden Centre site and 5 on the Spice Village site. A further 4 houses are proposed for the Land Rover site and the owner of The Orchard in Alexandra Road is persistent in his hope for approval of his plans for, currently, 3 houses there.</p> <p>Were this proposal to be granted I believe it would set a precedent for the village.</p> <p>Lack of adequate parking The parking requirement for a new three bedroom house is for 2.25 (ie 3) parking spaces on a property. This means that the two houses proposed should have 5 spaces and they only offer 4. These are only made possible by siting them end-on-end with one in a garage. None of the houses in the vicinity have this arrangement so I again question the developer's statement in 1.6 that "The</p>
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	<p>see whether a car is coming from the other direction. I hope that you can see that there are a number of reasons for this proposal to be refused. Many of these stated above will apply to ANY proposal to build on the sites and to which I would object expressing similar views.</p>
<p>Shalom Croft Lane Chipperfield Kings Langley Hertfordshire WD4 9DX</p>	<p>Please count this email as two further objections to the above proposed building application.</p> <p>We object to the application for the following reasons-</p> <p>Over development</p> <p>(i) The proposed 2x 3 bed semi detached houses would just be crammed into a small site at the end of two gardens. This would result in 4 homes being crammed into a small site</p> <p>(ii) The immediate village area is becoming over developed already with the planning permission granted to the Garden Centre at the back of Croft Lane Plus applications in for</p> <ul style="list-style-type: none"> o the Land Rover Garage o the site opposite the Kia garage <p>Inadequate parking allocation</p> <p>(iii) Firstly this is a village location with poor existing bus links. Consequently it can be expected that occupants of a 3 bed home will have at least 2 cars.</p> <p>It is unacceptable to make an application where 2 spaces involve cars being parked one behind the other together with the other semi-detached using a garage as one of the two parking spaces. One of your colleagues has already stated that parking spaces cannot include cars being parked one in front of each other for an application to extend their property in Croft Lane</p> <p>At recent planning committee meetings I have attended, Councillors have highlighted the need to acknowledge different parking requirements for rural areas compared to town centres.</p> <p>Common sense says this proposal will result in an additional two cars having to use the road. Plus any visitors parking using the road. Plus any commercial vehicle the owners may have using the road. This will increase the existing parking problems in Croft Lane.</p> <p>(iv) This application is not in keeping with local planning directions of 2.25 for a 3 bed house.</p> <p>Building lines</p>

	<p>(v) The proposals would not meet the existing building lines either side of the proposed development</p> <p>Chipperfield Design Statement</p> <p>(vi) The property design is not in keeping with the Chipperfield Design Statement. It is acknowledged by Dacorum Planning department this document should be taken into account with applications</p> <p>Removal of trees</p> <p>(vii) The application would result in existing trees being removed from the site. There would be no scope for replacing these with the properties being crammed into such a small site. The planting of trees is obviously a hot topic currently</p> <p>Sewers</p> <p>(viii) There is currently a major issue with the drains servicing Croft Lane. One family has the issue of their garden being flooded with human waste periodically to date. Building further properties will add to this problem.</p> <p>Would you be kind enough to acknowledge receipt of our email please as it appears you have problems with your systems at the moment.</p>
<p>Arden Croft Lane Chipperfield Kings Langley Hertfordshire WD4 9DU</p>	<p>I am writing to express my extreme opposition to the plan to place dwellings on the Croft Lane end of the garden of 8 Alexandra Road and Molly Ash, Alexandra Road. My wife and I live at Endlea, Croft Lane and our property is separated from the garden of number 8 by a narrow hard standing, small garden shed and narrow garden of the property at 7 Alexandra Road.</p> <p>Over development</p> <p>I strongly believe that the proposal is not consistent with the building to garden ratio which applies generally in Chipperfield. In addition the proposal will increase the density of buildings beyond reasonable levels and will be totally out of place with nearby homes.</p> <p>The proposed dwelling does not sit "on the existing building line between the terrace houses and the 1970 houses" as the developer has stated being situated a good way in front of our house and that of The Hornets.</p> <p>The development sits adjacent to the conservation area and I hope it would not be the Council's wish to have this dense development on such a border.</p> <p>The proposal fails to meet several criteria of the Chipperfield Design Statement being: respect for established informal building patterns, avoiding formal "estate style" layout, allowing for car access and parking away from the frontage.</p> <p>The development is unsympathetic to neighbouring residents.</p> <p>Overshadowing</p> <p>The new house at no 8 will severely restrict the amount of light to our home, particularly into our dining room/kitchen. It will also prevent the sun reaching our back garden and patio area, both in the winter and afternoons and evenings in the summer, The view from our dining room</p>

and main bedroom onto gardens and mature silver birch trees will be ruined.

Overlooking

The windows at the back of the proposed houses will look directly into our garden, particularly onto our patio which is situated at its bottom and was built there deliberately to catch the afternoon and evening sun (which will be blocked by the proposed buildings). This is an invasion of our privacy.

Lack of benefit to the Community

This development brings nothing good to the village. In fact it takes away a "green" area consisting of trees, shrubs and flowers. We need more of these areas, not fewer,

The only people who will benefit are the owners and the developer who will be better off financially but leave a legacy of bricks and mortar.

We don't need any more houses in the village. A number have been on the market all summer and remain unsold. Plans have been approved for a total of 14 houses on the Garden Centre site and 5 on the Spice Village site. A further 10 houses are proposed for the Land Rover site and the owner of

The Orchard in Alexandra Road is persistent in his hope for approval of his plans for, currently, 3 houses there.

Were this proposal to be granted I believe it would set a precedent for the village.

Inaccuracies and questionable statements in the design and access statement

The developer's design and access statement makes a number of incorrect statements and assumptions.

1.5 I strongly refute the assumption that the scheme "carefully and sensitively.....fits the street scene and compliments the nearby conservation area"

1.5 The proposed dwelling does not follow the building line in keeping with the neighbouring terraced houses to the right as the developer has stated being situated in front of our house and well ahead of that of The Hornets. The new buildings will not be "in keeping with the neighbouring terraced houses to the right". None of these have a carport, described as a covered driveway. One has an integralgarage. The othertwo do not. None of the homes in the vicinity look anything like the houses proposed.

1.7 The street scene cannot be enhanced by replacing gardens with two houses.

2.0.2 The houses are not set on a building line to match the neighbouring terrace houses as mentioned above. Best use of the site would be to leave it as it is.

2.2.2The developers seem to think it is a good idea to "infilla clearly identifiable gap in the built up frontage of Croft Lane". I strongly disagree. The gap gives us green space.

2.2.4I disagree that it makes more effective use of the site. Removal of green space is not to be desired.

2.3.2In what way does the building make better use of the site? By replacing a pleasant garden with a pile of bricks?

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The parking requirement for a new three bedroom house is for 2.25 (ie 3) parking spaces on a property. This means that the two houses proposed should have 5 spaces and they only offer 4.

These are only made possible by siting them end-on-end with one in a garage. None of the houses in the vicinity have this arrangement so I again question the developer's statement in 1.6 that "The semi-detached dwellings.....are in keeping with the neighbouring terraced houses to the right".

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	<p>proposal to build on the sites and to which I would object expressing similar views.</p>
<p>2 Didsbury Cottages Chapel Croft Chipperfield Kings Langley Hertfordshire WD4 9DP</p>	<p>I am writing to express my extreme opposition to the plan to place dwellings on the Croft Lane end of the garden of 8 Alexandra Road and Molly Ash, Alexandra Road. My wife and I live at Endlea, Croft Lane and our property is separated from the garden of number 8 by a narrow hard standing, small garden shed and narrow garden of the property at 7 Alexandra Road.</p> <p>Over development I strongly believe that the proposal is not consistent with the building to garden ratio which applies generally in Chipperfield. In addition the proposal will increase the density of buildings beyond reasonable levels and will be totally out of place with nearby homes.</p> <p>The proposed dwelling does not sit "on the existing building line between the terrace houses and the 1970 houses" as the developer has stated being situated a good way in front of our house and that of The Hornets.</p> <p>The development sits adjacent to the conservation area and I hope it would not be the Council's wish to have this dense development on such a border.</p> <p>The proposal fails to meet several criteria of the Chipperfield Design Statement being: respect for established informal building patterns, avoiding formal "estate style" layout, allowing for car access and parking away from the frontage.</p> <p>The development is unsympathetic to neighbouring residents.</p> <p>Overshadowing The new house at no 8 will severely restrict the amount of light to our home, particularly into our dining room/kitchen. It will also prevent the sun reaching our back garden and patio area, both in the winter and afternoons and evenings in the summer, The view from our dining room and main bedroom onto gardens and mature silver birch trees will be ruined.</p> <p>Overlooking The windows at the back of the proposed houses will look directly into our garden, particularly onto our patio which is situated at its bottom and was built there deliberately to catch the afternoon and evening sun (which will be blocked by the proposed buildings). This is an invasion of our privacy.</p> <p>Lack of benefit to the Community This development brings nothing good to the village. In fact it takes away a "green" area consisting of trees, shrubs and flowers. We need more of these areas, not fewer,</p> <p>The only people who will benefit are the owners and the developer who will be better off financially but leave a legacy of bricks and mortar. We don't need any more houses in the village. A number have been on the market all summer and remain unsold. Plans have been approved for a total of 14 houses on the Garden Centre site and 5 on the Spice Village site. A further t houses are proposed for the Land Rover site and the owner of</p> <p>The Orchard in Alexandra Road is persistent in his hope for approval of his plans for, currently, 3 houses there.</p> <p>Were this proposal to be granted I believe it would set a precedent for the village.</p>

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2.0.2 The houses are not set on a building line to match the neighbouring terrace houses as mentioned above. Best use of the site would be to leave it as it is.

2.2.2The developers seem to think it is a good idea to "infilla clearly identifiable gap in the built up frontage of Croft Lane". I strongly disagree. The gap gives us green space.

2.2.41 disagree that it makes more effective use of the site. Removal of green space is not to be desired.

2.3.2 In what way does the building make better use of the site? By replacing a pleasant garden with a pile of bricks?

2.5.4 The garden areas created are certainly not in keeping with those neighbouring the site. They and what is left of the existing gardens will be much smaller than their neighbours.

Lack of adequate parking

The parking requirement for a new three bedroom house is for 2.25 (ie 3) parking spaces on a property. This means that the two houses proposed should have 5 spaces and they only offer 4.

These are only made possible by siting them end-on-end with one in a garage. None of the houses in the vicinity have this arrangement so I again question the developer's statement in 1.6 that "The semi-detached dwellings.....are in keeping with the neighbouring terraced houses to the right".

The inconvenience of having to move one car in order to get another car out of the garage will mean that one of them will be permanently parked in Croft Lane thus adding to the existing parking problem. This will be increased by the removal of one on street parking place through the addition of a new dropped kerb for the house on the rear garden of Molly Ash.

Since one parking space at the foot of the garden of No: 8 will become one of the spaces for the proposed house on the No:8 site this removes a space for the existing house at No:8 so the total number of new spaces provided for the two houses is actually only 3 and the number of spaces for No:8 is reduced to 1. In practice, therefore, if we assume one car from each house will be parked in Croft Lane and the number of on street spaces is reduced from 3 to 2, there will not be any spaces in front of the new houses for anyone else to park.

There are no planned visitor parking spaces so they will end up parking somewhere in Croft Lane, thus adding to an existing problem.

Trees and Hedges

On the planning application question 10 asks "Are there any trees or hedges which.....might be important as part of the local landscape character?" to which the developer has answered "No".

I strongly refute this answer. There are substantial mature trees on the site which are important to the residents of Croft Lane since there are no other trees in the immediate vicinity. Trees are important in so many ways as we now all appreciate. Three hedges which currently add to the greenness of the area will be grubbed up.

Drains and sewage

Mention is made that foul sewage will be dealt with by Mains sewer. Existing sewage drains from Nos: 7 and 8 Alexandra Road (and maybe others) flow under their gardens and, therefore, under the new building(s) and into the main drain in Croft Lane. This is already inadequate and backs up severely on occasions. More such from the new buildings will only exacerbate the situation.

Traffic

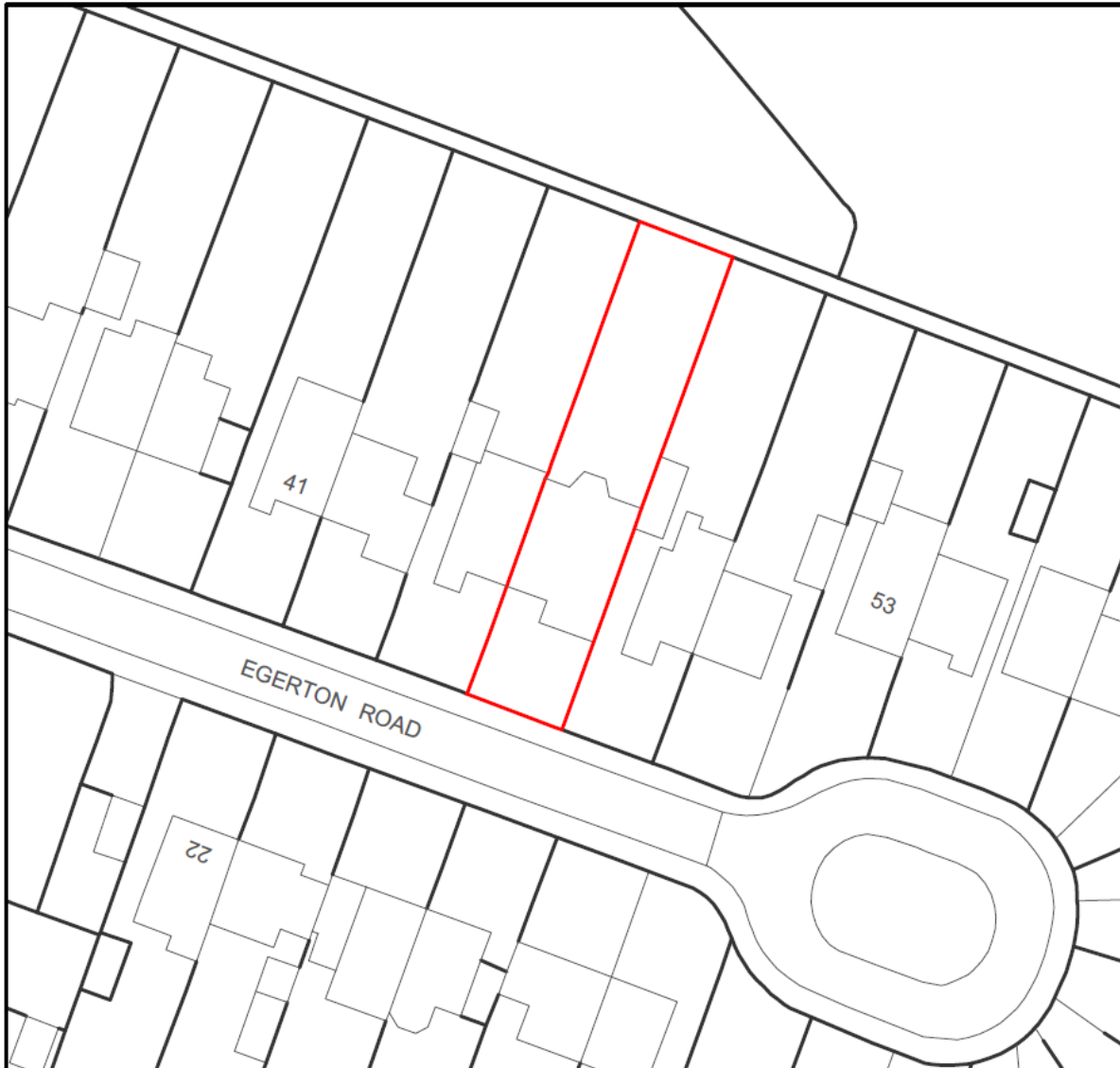
Existing heavy traffic which will be increased by owners of the new houses to be built on the Garden Centre site, their families and visitors will be further amplified by the cars of the new owners of the proposed development, their family and

	<p>visitors. Croft Lane already suffers from traffic problems, being a narrow road with a dogleg just by the site of the proposed development. It is not helped by on street parking in the road in front of the proposed development in that this makes it difficult to see whether a car is coming from the other direction.</p> <p>I hope that you can see that there are a number of reasons for this proposal to be refused. Many of these stated above will apply to ANY proposal to build on the sites and to which I would object expressing similar views.</p>
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Item 5h 19/02684/FHA

Demolition of conservatory, construction of single storey rear extension and first floor side extension. Landscaping to rear garden including alterations to retaining wall.

47 Egerton Road, Berkhamsted, Hertfordshire, HP4 1DU



Item 5h 19/02684/FHA

Demolition of conservatory, construction of single storey rear extension and first floor side extension. Landscaping to rear garden including alterations to retaining wall.

47 Egerton Road, Berkhamsted, Hertfordshire, HP4 1DU



ITEM NUMBER: 5h

19/02684/FHA	Demolition of conservatory, construction of single storey rear extension and first floor side extension. Landscaping to rear garden including alterations to retaining wall.	
Site Address:	47 Egerton Road Berkhamsted Hertfordshire HP4 1DU	
Applicant/Agent:	Mr Syed	
Case Officer:	Sally Robbins	
Parish/Ward:	Berkhamsted Town Council	Berkhamsted Castle
Referral to Committee:	Contrary view of Town Council	

1. RECOMMENDATION

1.1 That planning permission be **GRANTED** subject to the suggested conditions.

2. SUMMARY

2.1 The principle of residential development in this location is acceptable. The proposed single storey rear extension and first floor side extension will integrate with the existing dwelling and surrounding area by virtue of its sympathetic design and scale. Whilst visible from surrounding units, the proposal will not detrimentally impact upon the living conditions of surrounding properties nor will it significantly impact upon local parking provision.

2.2 The proposed development therefore complies with the National Planning Policy Framework (2019), Policies CS4, CS10, CS11 and CS12 of the Core Strategy (2013), Saved Appendices 3, 5 and 7 of the Local Plan (2004), and the Chiltern Park (BCA14) Residential Character Area Appraisal (2004).

3. SITE DESCRIPTION

3.1 The application site is located on the northeast side of Egerton Road in Berkhamsted. The site comprises a two storey semi-detached dwellinghouse. The surrounding area is comprised of residential development, predominantly two storey semi-detached dwellings. Egerton Road is located on the northeast valley slope of the River Bulbourne, as reflected in the local topography, which increases towards the northeast.

4. PROPOSAL

4.1 The application seeks full planning permission for the demolition of the existing conservatory, single storey rear extension and double side extension. Alterations to retaining wall and patio area.

5. PLANNING HISTORY

Planning Applications (If Any):

19/02685/LDP - Loft conversion with rear dormer. Construction of an outhouse.

GRA - 30th January 2020

4/01131/96/FHA - Single storey side extension and front porch

GRA - 7th November 1996

4/00866/95/FHA - Rear conservatory

GRA - 16th August 1995

Appeals (If Any):

6. CONSTRAINTS

Parking Accessibility Zone (DBLP): 4
Special Control for Advertisements: Advert Spec Contr
Area of Archaeological Significance: 21
CIL Zone: CIL1
Green Belt: Policy: CS5
Parish: Berkhamsted CP
RAF Halton and Chenies Zone: Green (15.2m)
RAF Halton and Chenies Zone: RAF HALTON: DOTTED BLACK ZONE
Residential Area (Town/Village): Residential Area in Town Village (Berkhamsted)
EA Source Protection Zone: 3
EA Source Protection Zone: 2
Town: Berkhamsted

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (February 2019)
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

NP1 - Supporting Development
CS1 - Distribution of Development
CS4 - The Towns and Large Villages
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS29 - Sustainable Design and Construction

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2002)
Planning Obligations (2011)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;
The quality of design and impact on visual amenity;
The impact on residential amenity; and
The impact on highway safety and car parking.

Principle of Development

9.2 The application site is located in a residential area of Berkhamsted. Core Strategy (2013) Policy CS4 states that appropriate residential development is encouraged in the towns and large villages.

Quality of Design / Impact on Visual Amenity

9.3 Core Strategy (2013) Policies CS10, CS11 and CS12 highlight the importance of high quality sustainable design in improving the character and quality of an area, seeking to ensure that developments are in keeping with the surrounding area in terms of scale, mass, height and appearance. This guidance is supported by Saved Appendices 3 and 7 of the Local Plan (2004). The Residential Character Area Appraisal for Chiltern Park (BCA14) states that extensions should normally be subordinate in terms of scale and height to the parent building and the use of architectural features on the parent building is encouraged.

9.4 The surrounding area comprises similarly sized and styled semi-detached dwellings, many of which show evidence of extension / alteration. The first floor side extension would be visible within the street scene; however, the single storey rear extension would not be visible from public vantage points. Ground levels increase towards the southeast along Egerton Road, with the application dwelling situated at a lower level than the adjoining property (no. 49).

9.5 The proposal comprises the demolition of the existing conservatory, to be replaced by a single storey rear extension. The extension would project from the rear elevation by 4.5m. It would have a flat roof with roof lights and would measure 3m high.

9.6 The proposed first floor side extension would be situated over the existing garage (to be converted into habitable accommodation). The side extension would be set down from the ridge of the main roof. It would comprise a cat slide roof with front dormer window. The dormer window would be centrally located and would match the layout and proportions of the existing fenestration.

9.7 The proposed development would be finished in materials to match the parent dwelling, including facing brickwork, roof tiles and uPVC windows and doors. Externally the proposed garage conversion would involve replacing the garage door with a window.

9.8 There are examples on Egerton Road of similar first floor side extensions, for example no. 35, which has a two storey side extension that extends up to the common boundary, and no. 43, which has a first floor extension with cat slide roof and front dormer window. When viewed from the street the extension at no. 43 is visually comparable to the proposed first floor side extension. The proposed first floor side extension would extend up to the common boundary with no. 49; however, it is considered that sufficient sky gaps would be retained to avoid any visual harm.

9.9 It is considered that the design, layout and scale of the proposed development respects that of the existing and surrounding dwellings. The architectural style is sympathetic to the surrounding

area and the proposal will not have a detrimental impact upon the character and appearance of the area. The proposal therefore complies with Saved Appendices 3 and 7 of the Dacorum Local Plan (2004), Policies CS10, CS11 and CS12 of the Core Strategy (2013) and the NPPF (2019).

Impact on Residential Amenity

9.10 The NPPF outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan and Policy CS12 of the Core Strategy, seek to ensure that new development does not result in detrimental impact upon the neighbouring properties and their amenity space.

9.11 There are first floor side facing windows on the adjoining property, no. 49, however these are obscure glazed. No windows are proposed on the side elevation of the application dwelling. The proposed side extension would bring built form closer to no. 49 at first floor level, however, as the side, extension would be set down from the main ridge and due to the change in levels it is not considered that the proposed development would be visually overbearing.

9.12 There are no other concerns regarding loss of light, overlooking or loss of privacy. It is noted that no formal objections have been received from neighbouring properties.

9.13 It is considered that the proposal would be acceptable with respect to the impact on the residential amenity of neighbouring properties in accordance with Policy CS12 of the Core Strategy (2013), Saved Appendix 3 of the Local Plan (2004) and the NPPF (2019).

Impact on Highway Safety and Parking

9.14 Policy CS12 of the Core Strategy (2013) seeks to ensure developments have sufficient parking provision. Paragraph 105 of the NPPF (2019) states that when setting local parking standards authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport; local car ownership levels and the overall need to reduce the use of high emission vehicles. Policy CS8 of the Core Strategy (2013) and Saved Policies 57, 58 and Appendix 5 of the Local Plan (2004) promote an assessment based upon maximum parking standards.

9.15 The existing dwelling comprises four bedrooms, the maximum parking requirement for which is three spaces, according to Saved Appendix 5. As a result of the proposed development there would be 5 bedrooms, for which there would be no increase in parking requirement. The proposal would result in the loss of parking in the garage; however, this aspect of the scheme could be carried out under Permitted Development Rights. There is currently sufficient space on the driveway to park 2 vehicles, which would be retained.

9.16 The application site is considered to be in an accessible location, situated close to the town centre of Berkhamsted and in close proximity to local public transport routes. As such, it is considered that the proposed development would not have a negative impact on local parking provision. Furthermore, it is not considered reasonable to refuse the application on the grounds of parking taking into account the fact that the parking requirement for the existing 4-bedroom dwelling is the same as the proposed 5-bedroom dwelling.

9.17 It is considered that the proposed development will not have a detrimental impact on local parking provision, nor will it have a severe impact to the safety and operation of the adjacent highway. Thus, the proposal meets the requirements of Policy CS8 and CS12 of the Core Strategy (2013) and Saved Appendix 5 of the Local Plan (2004).

Other Material Planning Considerations

Area of Archaeological Significance

9.18 The site resides within an area of archaeological significance; therefore, the County Archaeologist has been consulted. In this instance, the County Archaeologist considers that the development is unlikely to have a significant impact on heritage assets of archaeological significance and as such has no comment to make on the proposal.

Berkhamsted Town Council Objection

9.19 Berkhamsted Town Council has objected on the grounds of overdevelopment and parking shortfall. As outlined above, the existing dwelling comprises four bedrooms and as a result of the proposed development, there would be five bedrooms. There is no increase in parking requirement and it is not considered reasonable grounds for refusal. With regards to overdevelopment, the plot size is large and it is considered that the proposed development will not result in a disproportionate quantum of development on the site. As a result of the proposed development, the dwelling will not dominate the plot and will leave enough space in and around the buildings to provide an acceptable level of amenity and outlook for future residents. It is also not considered that the proposed development would result in excessive demands on infrastructure and services, noting that there would be an increase of one bedroom and the fact that much of the development could be carried out under Permitted Development Rights (i.e. the single storey rear extension, subject to prior notification, and the garage conversion).

9.20 It is noted that a Lawful Development Certificate was recently granted for the property, which included an extension to the loft space and rear dormer window (ref. 19/02685/LDP dated 30 January 2020). The Lawful Development Certificate included a detached outbuilding and loft extension; however, it did not comprise an increase in the number of bedrooms (it was proposed for the existing bedroom in the loft space to be extended). As such, it is considered that the Lawful Development Certificate does not alter the above assessment with respect to overdevelopment and parking considerations.

Response to Neighbour Comments

9.21 No formal objections received.

Community Infrastructure Levy (CIL)

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

10. CONCLUSION

10.1 The proposed development through design, scale and finish will not adversely impact upon the visual amenity of the immediate street scene or the residential amenity of neighbouring occupants. The proposal is therefore in accordance with Saved Appendices 3 and 5 of the Dacorum Local Plan (2004), Policies CS4, CS10, CS11 and CS12 of the Core Strategy (2013) and the NPPF (2019).

11. RECOMMENDATION

11.1 That planning permission be **GRANTED** subject to the suggested conditions:-

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

- The materials to be used in the construction of the external surfaces of the development hereby permitted shall match the existing building in terms of size, colour and texture.

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

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

1934/001 (EXISTING SITE PLAN)
 1934/010 (PROPOSED GROUND AND FIRST FLOOR PLANS)
 1934/012 (PROPOSED ELEVATIONS)
 1934/011 (PROPOSED SECOND AND ROOF PLAN)
 1934/013 (EXISTING AND PROPOSED RETAINING WALL)
 1934/014 (PROPOSED SITE PLAN)

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

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Archaeology Unit (HCC)	In this instance I consider that the development is unlikely to have a significant impact on heritage assets of archaeological interest, and I have no comment to make upon the proposal.
Local Parish	Objection This is an overdevelopment which would lead to a parking shortfall in an already congested road. For the increase from 3 to 5 bedrooms there should be at least 3 parking spaces provided. CS12

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
4	0	0	0	0

Neighbour Responses

Address	Comments
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Agenda Item 6

6. APPEALS UPDATE

Appeals received by Dacorum Borough Council between 21-01-2020 and 10-02-2020

Our Reference: 20/00003/REFU	PINS Reference: APP/A1910/D/19/3244041
Little Farm 96B Highfield Lane Hemel Hempstead HP2 5JF	
Construction of coach house to rear of site	

Appeals determined by PINS between 22-01-2020 and 10-02-2020

Our Reference: 4/02739/18/ENA	PINS Reference: APP/A1910/C/18/3215320
The Old Oak Hogpits Bottom Flauden Hemel Hempstead HP3 0PX	
Appeal against enforcement notice raised platforms	
Status: WITHDRAWN	

Our Reference: 4/03018/18/FUL	PINS Reference: APP/A1910/W/19/3233722
131 Trowley Hill Road Flamstead St Albans AL3 8DS	
Two three bed dwellings with new access	
Decision: DISMISSED	
Decision 1. The appeal is dismissed.	
Appeal Procedure 2. The site visit was undertaken by an Appeal Planning Officer whose recommendation is set out below and to which the Inspector has had regard before deciding the appeal.	
Main Issues 3. The appeal site is within the Green Belt and within the setting of a Listed Building. As such the main issues are: <ul style="list-style-type: none">• whether the proposal would be inappropriate development for the purposes of development plan policy and the National Planning Policy Framework;• the effect of the proposal on the openness of the Green Belt;• whether the proposal would preserve or enhance the setting of the Listed Building; and• if the proposal would be inappropriate development, whether the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations, so as to amount to the very special circumstances necessary to justify it.	
Reasons for the Recommendation <i>Whether the proposal would be inappropriate development</i> 4. The appeal site is currently the side/rear garden of 131 Trowley Hill Road in Trowley Bottom. The proposed development is the erection of a pair of	

semi-detached properties with separate vehicular access points onto the road called Trowley Bottom.

5. The National Planning Policy Framework (the Framework) establishes that new buildings in the Green Belt are inappropriate except in certain circumstances set out in paragraphs 145 and 146. One such exception is limited infilling in villages. Policy CS5 of the Dacorum Core Strategy 2013 (CS) states that national policy shall be applied to proposed development in the Green Belt, and that a building for the uses defined as not inappropriate in national policy shall be permitted.

6. There is disagreement between the parties as to whether the appeal site, and the area of Trowley Bottom, is within Flamstead. Trowley Bottom is located outside of the settlement boundary of the village of Flamstead as defined by the CS, however it has been established in a High Court judgement¹ that policy maps are not determinative in judging the extent of a village and its relevant boundaries. It is therefore necessary to take account of the facts on the ground.

¹ Wood v Secretary of State for Communities and Local Government and Gravesham Borough Council [2015]

EWCA Civ 195

² Appeal Ref: APP/D2320/W/16/3154595

7. Previous developments have extended the village of Flamstead towards Trowley Hill. However, to the north of the junction of Trowley Hill Road and White Hill there is still a small but nevertheless, clear gap between the built areas of Flamstead and Trowley Hill. As such there is no clear continuum of development. In Flamstead, the pavement finishes and the road narrows at the start of this gap. While this in itself does not define the end of the village, it does contribute to the feeling of a division and that you are leaving Flamstead and entering Trowley Bottom. For these reasons, in my view Trowley Bottom lies outside of the village of Flamstead.

8. My attention has been drawn to an appeal decision² in Coppull, Lancashire, where the appeal site was also outside of the village boundary. However, in Coppull the Inspector concluded that there was a clear continuum of development from the village, which is not the case in this appeal. The Coppull appeal is therefore not directly comparable to the appeal before me.

9. The inclusion of Flamstead in the postal address of the appeal site is not conclusive evidence of the site lying within the village boundary. In addition, the Parish Council centenary sign shows the parish and not necessarily the village boundary.

Is Trowley Bottom a village in its own right?

10. Trowley Bottom is a small settlement and is considerably smaller than Flamstead, both in terms of area and the number of buildings and does not have a defined settlement boundary under the CS. As stated above these facts in themselves are not determinative of whether Trowley Bottom can be described as a village. The Council cites the English Oxford Living Dictionary definition of a hamlet, which is 'A small settlement, generally one smaller than a village, and strictly (in Britain) one without a church'. Trowley Bottom does not have a church. It does have a public house but otherwise there are no local amenities and residents are, therefore, reliant on the amenities and services provided in Flamstead and elsewhere. In my view, given its size and facilities offered (and not offered), Trowley Bottom can reasonably be described as a hamlet rather than a village and the proposal development does not, therefore, constitute infill in a village.

Openness

11. As the appeal site is currently a residential garden, it has been suggested that the proposal could also be considered to qualify as an exception as constituting the limited infilling or partial redevelopment of previously developed land. In this case, paragraph 145g of the Framework requires that there should not be a greater impact on the openness of the GB than the existing development. The appellant suggests that the proposed development would have a limited impact on the openness of the GB due to it being surrounded on three sides by dwellings. However, the erection of two houses on a part of the garden without existing buildings would inevitably have a greater impact on openness and this exception, therefore, does not apply. The general effect on openness is discussed in more detail below.

12. Consequently, the proposal would not fall within any category set out in paragraph 145 or 146. It would therefore constitute inappropriate development in the Green Belt.

Listed Buildings

13. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special regard shall be had to the desirability of preserving a listed building or its setting.

14. There are two listed buildings in the vicinity of the site; the Rose & Crown Public House and Trowley Bottom Farmhouse, both Grade II. The proposed dwellings would be set back from the street, partially screened from the Rose & Crown by 131 Trowley Hill Road and some distance away from Trowley Bottom Farmhouse. The proposed houses would be enclosed by existing buildings. They have been designed to be in keeping with their surroundings and I do not consider that they would affect the setting of either listed building.

Planning Balance and Conclusion

15. The proposal is inappropriate development in the Green Belt and, in addition, causes harm to the openness of the Green Belt. The Framework establishes that substantial weight is afforded to any harm to the Green Belt.

16. The Framework states that development should not be approved unless the harm to the Green Belt is clearly outweighed by other considerations. Moderate weight is attached to the other considerations that are raised by the appellant, and subsequently they do not clearly outweigh the totality of the harm I have identified, harm which carries substantial weight. Consequently, very special circumstances do not exist.

17. The Council cannot demonstrate a 5-year supply of housing land. When this is the case, paragraph 11d of the Framework requires planning permission to be granted unless the application of policies in the Framework that protect areas, such as Green Belt, or assets of particular importance provides a clear reason for refusing the development proposed. For the reasons given above, the proposal is in conflict with the Green Belt policies of the Framework and a clear reason for refusal exists. The proposal also does not comply with Policy CS5 of the CS. Appeal Decision

APP/A1910/W/19/3233722

4

18. I note that the Council raised no objections regarding design, layout, highway safety and the effect on the living conditions of neighbouring properties, and I have no reasons to disagree.

19. Whilst paragraph 59 of the Framework refers to significantly boosting the supply of housing, the provision of two additional units would provide a limited meaningful addition to which I attach moderate weight. However, the benefit is reduced by the distance of the site from local services and facilities.

20. Therefore, for the reasons given above and having had regard to all other matters raised, I recommend that the appeal should be dismissed.

Darren Ellis

APPEAL PLANNING OFFICER

Inspector's Decision

21. I have considered all the submitted evidence and the Appeal Planning Officer's report and on that basis the appeal is dismissed.

A Thickett

INSPECTOR