

4/00872/18/FUL	DEMOLITION OF EXISTING BUNGALOW AND CONSTRUCTION OF TWO DETACHED 5-BED DWELLINGS
Site Address	SYMONSDOWN, VICARAGE LANE, BOVINGDON, HEMEL HEMPSTEAD, HP3 0LT
Applicant	Mr Basmadjian, KVB Architects Ltd
Case Officer	Intan Keen
Referral to Committee	Previous application refused by the Development Management Committee and subject to a Councillor call-in

1. Recommendation

1.1 That planning permission be delegated with a view to **APPROVAL** subject to the expiry of the notification period and the conditions set out below.

2. Summary

2.1 The application follows the recent appeal on the site for its redevelopment with two two-storey (five-bedroom) dwellings. The proposed development is acceptable in principle noting the site's location within a designated residential area within the village of Bovingdon. The two dwellings proposed on the site would represent an improvement compared with the appeal scheme in terms of their design, forms and proportions that would positively conserve and enhance the Bovingdon Conservation Area and would be acceptable within its street scene and respect the setting of nearby listed buildings. The development would not have an adverse impact on the residential amenity of surrounding neighbouring properties. Access and parking provision would be satisfactory.

2.2 The proposal would therefore accord with the aims of Policies CS1, CS4, CS8, CS11, CS12, CS17, CS18, CS27, CS29, CS31, CS32 and CS35 of the Dacorum Core Strategy 2013 and saved Policies 10, 13, 18, 21, 58, 99, 119 and 120 of the Dacorum Borough Local Plan 1991-2011.

3. Site Description

3.1 The application site is currently occupied by a chalet bungalow located on the western side of Vicarage Lane, within the residential village and Conservation Area of Bovingdon. The street scene is varied in building character and also includes the listed building to the east of the site (opposite Vicarage Lane) at Little Madison, however has a semi-rural setting with the verdant and enclosed nature of the lane and surrounding green spaces. Green Belt land lies to the east of the site.

4. Proposal

4.1 Planning permission is sought for the demolition of the existing bungalow and construction of two two-storey detached dwellings. Each dwelling would be identical in footprint and size, containing five bedrooms in each. Maximum dimensions of the buildings would be 7.7m in width and 11.2m in depth, and 8.376m high to the ridge of their gable roofs.

4.2 The current proposal is based on amended plans which have altered elements of the front elevation including window and chimney relocation, window design and reduction in size of the front canopies which now feature bracket (instead of pole) supports.

4.3 Subdivision of the rear garden would result in private amenity areas for each dwelling a minimum of 16.8m long.

4.4 The dwellings would share access via a new crossover to Vicarage Lane with two car parking spaces for each dwelling located within the forecourt.

5. Relevant Planning History

5.1 There is another live application on the site, 4/00439/18/ROC for the removal of Condition 7 relating to contaminated land matters of planning permission 4/00022/17/FUL which is currently under consideration.

5.2 Application 4/00022/17/FUL sought planning permission for demolition of existing bungalow and construction of two five-bedroom dwellings. This application was refused by the Development Management Committee (decision date 19 June 2017) and was subsequently appealed and allowed on 21 December 2017.

5.3 The current application is identical to the appeal scheme with respect to building footprint (11.2m by 7.7m) and height (8.376m to ridge).

6. Policies

6.1 National Policy Guidance

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

6.2 Dacorum Core Strategy 2013

NP1, CS1, CS4, CS8, CS11, CS12, CS17, CS18, CS27, CS29, CS31, CS32 and CS35

6.3 Dacorum Borough Local Plan 1991-2011

Saved Policies 10, 13, 18, 21, 58, 99, 119 and 120

6.4 Supplementary Planning Guidance / Documents

- Environmental Guidelines (May 2004)

6.5 Advice Notes and Appraisals

- Conservation Area Character Appraisal for Bovingdon

7. Constraints

- Large village
- Bovingdon Conservation Area
- CIL Zone 2

8. Representations

Consultation responses

8.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix B.

9. Considerations

Main issues

9.1 The main issues to consider are:

- Policy and principle
- Layout and density
- Impact on heritage assets
- Impact on appearance of street scene and surrounding area
- Impact on neighbouring properties
- Access and parking
- Contaminated land
- Flood risk and drainage
- Ecology
- Community Infrastructure Levy (CIL)

Policy and principle

9.2 The application site lies within the designated village boundary of Bovingdon (large village) where the provisions of Policy CS4 of the Core Strategy apply and residential development is acceptable in principle. Additionally, the principle of redevelopment of the site with two dwellings has been established under the recent appeal.

Layout and density

9.3 The proposed layout remains largely unchanged from the allowed appeal scheme, noting building footprint and site coverage would be acceptable in its context, commensurate with the scale of buildings and the established pattern of development on the western side of Vicarage Lane.

9.4 Rear garden depths would exceed the average minimum garden depth of 11.5m which would be similar in size to neighbouring properties either side.

9.5 On-site parking would be conveniently located adjacent to their respective dwelling entrances with sufficient area within the forecourt for refuse storage and retention of the landscaped bank to the site's frontage.

9.6 The proposal would therefore accord with Policies CS11 and CS12 of the Core Strategy in this regard.

Impact on heritage assets

9.7 The proposal should be considered with respect to its impact upon the setting of the Bovingdon Conservation Area and nearby listed buildings, including the dwelling to the east at Little Madison. It is acknowledged that the current proposal would be similar to the allowed appeal scheme with respect to building profile, bulk and height. Following Conservation and Design comments below, suggestions were made to improve the principal elevations of the dwellings and how these would relate to the neighbouring listed building. Amended plans have been submitted which have incorporated all suggestions and as such the detailed design to the dwelling's front elevations (including materials schedule) would be satisfactory and therefore the proposal would perform satisfactorily against Policy CS27 of the Core Strategy and saved Policies 119 and 120 of the Local Plan.

Impact on street scene and surrounding area

9.8 The proposed dwellings would be well-proportioned and their traditional-pitched gables

would allow the buildings to achieve a suitable degree of compatibility within the diverse street scene along this section of Vicarage Lane. Their principal elevations would be appropriately balanced with lean-to front porch entrances and chimneys. Design detail including brick banding and quoining would add further interest and the submitted materials schedule would be acceptable.

9.9 Eave and ridge heights of the dwellings and spacing to the neighbouring properties (2.1m distance to Belvedere and 4.2m to Green Lodge) would provide an appropriate transition between buildings in the street scene, noting the slight fall in levels to the south. The proposal would be acceptable when considered against Policies CS11 and CS12 of the Core Strategy.

9.10 The development would be viewed in the context of adjacent dwellings where buildings are prominent rising above the bank from Vicarage Lane and therefore would not compromise the open characteristics of the adjacent Green Belt land (which includes Little Madison to the east of the site) and would not conflict with the objectives of Policy CS5 of the Core Strategy.

Impact on neighbouring properties

9.11 The application site has two directly adjoining properties including the dwellings either side at Green Lodge to the north and Belvedere to the south. It is acknowledged that the siting of the two dwellings, their footprint and height remains largely unchanged from the approved scheme.

9.12 The proposed dwellings would not project significantly beyond the rear line of the adjacent properties either side and the submitted site layout plan demonstrates that the proposal would not breach the 45° taken from the nearest ground floor living rooms of neighbouring dwellings. On this basis the proposal would not give rise to concerns relating to visual intrusion or loss of light.

9.13 All windows within both side elevations of the two dwellings shall be conditioned to be obscure-glazed and non-opening below a height of 1.7m from finished floor level to prevent unreasonable levels of overlooking if planning permission is granted.

9.14 It follows the development would accord with the provisions of Policy CS12 of the Core Strategy in this respect.

Access and parking

9.15 The proposed vehicle crossover to be centrally located on the site's frontage to Vicarage Lane has been found satisfactory by the highway authority in their comments below subject to conditions.

9.16 It was considered in the recent appeal decision that parking provision of two cars for each five-bedroom dwelling, while technically short of the maximum standard (total six spaces for the whole development) would represent an adequate level of provision and would not give rise to highway safety concerns.

Contaminated land

9.17 Standard conditions have been recommended by the Council's Environmental and Community Protection department to address any concerns relating to contamination so that the proposal accords with Policy CS32 of the Core Strategy.

Flood risk and drainage

9.18 As the application site is not within Flood Zones 2 or 3, it is not considered that the proposal would be susceptible to flooding or increase the overall risk of flooding in the area. As such, the development would be acceptable under Policy CS31 of the Core Strategy in this regard.

Ecology

9.19 The application site is not located within a designated wildlife site and the previous application (and subsequent appeal) noted no records of roosting bats at the site following submission of a Bat Survey Preliminary Roost Assessment. It is acknowledged that the application must halt all development (including demolition) if protected species are encountered at any stage and appropriate mitigation implemented. It is therefore considered that the proposal would not result in significant harm to biodiversity at the site and the proposal would satisfy Policy CS29 on these grounds.

Community Infrastructure Levy (CIL)

9.20 The development is CIL liable at a rate of £150 per square metre within CIL Zone 2 subject to any applicable exemptions or reductions in accordance with Policy CS35 of the Core Strategy.

10. Conclusions

10.1 It is concluded that the proposed development would be satisfactory with respect to the impact on designated heritage assets and the street scene, the impact on the residential amenity of neighbouring properties and would not lead to highway safety issues noting access arrangements have raised no objection from the highway authority and a sufficient level of parking provision would be provided on the site.

10.2 The development is therefore in accordance with the aims of Policies CS1, CS4, CS8, CS11, CS12, CS17, CS18, CS27, CS29, CS31, CS32 and CS35 of the Dacorum Core Strategy 2013, saved Policies 10, 13, 18, 21, 58, 99, 119 and 120 of the Dacorum Borough Local Plan 1991-2011 and the National Planning Policy Framework.

11. RECOMMENDATION

11.1 It is recommended that the application is delegated to the Group Manager of Development Management and Planning with a view to approval subject to the expiration of the final notification and subject to the conditions set out below.

Conditions

No	Condition
1	The development hereby permitted shall be begun before the expiration of three years from the date of this permission. Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2	Prior to the construction of the buildings hereby permitted, details including a full schedule of all materials to be used externally in the construction 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. Please do not send materials to the council offices. Materials should be kept on site and arrangements made with the planning officer for inspection.

	<p>Reason: To ensure a satisfactory appearance to the development and to safeguard the character, appearance and setting of designated heritage assets in accordance with Policies CS12 and CS27 of the Dacorum Core Strategy 2013 and saved Policies 119 and 120 of the Dacorum Borough Local Plan 1991-2011.</p>
3	<p>No development (excluding demolition) shall take place until full details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority. These details shall include:</p> <p>means of enclosure; proposed finished levels or contours relative to neighbouring properties and Vicarage Lane including levelling works to the bank; planting plans, including specification of species, sizes, planting centres, planting method and number and percentage mix; details of all external hard surfaces, including the car parking area and drainage detail.</p> <p>The approved landscape works shall be carried out prior to the first occupation of the development hereby permitted. The approved parking areas shall be retained thereafter and available for that specific use.</p> <p>Reason: To ensure a satisfactory appearance to the development and to safeguard the character, appearance and setting of the Bovingdon Conservation Area in accordance with Policies CS12 and CS27 of the Dacorum Core Strategy 2013 and saved Policy 120 of the Dacorum Borough Local Plan 1991-2011 and to ensure the permanent availability of the parking area in the interests of highway safety in accordance with Policy CS12 of the Dacorum Core Strategy 2013 and saved Policy 58 of the Dacorum Borough Local Plan 1991-2011.</p>
4	<p>Any tree or shrub which forms part of the approved landscaping scheme which within a period of five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity to be approved by the local planning authority.</p> <p>Reason: To ensure a satisfactory appearance to the development and to positively conserve and enhance the Bovingdon Conservation Area in accordance with Policies CS12 and CS27 of the Dacorum Core Strategy 2013.</p>
5	<p>Prior to the construction of the roofs of the dwellings hereby approved, full specifications of the roof lights shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure a satisfactory appearance to the development and to safeguard the character, appearance and setting of the Bovingdon Conservation Area in accordance with Policies CS12 and CS27 of the Dacorum Core Strategy 2013 and saved Policy 120 of the Dacorum Borough Local Plan 1991-2011.</p>
6	<p>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.</p> <p>For the purposes of this condition:</p>

	<p>A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.</p> <p>A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.</p> <p>A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development in accordance with Policy CS32 of the Dacorum Core Strategy 2013.</p>
7	<p>All remediation or protection measures identified in the Remediation Statement referred to in Condition 6 shall be fully implemented within the timescales and by the deadlines as set out in the Remediation Statement and a Site Completion Report shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any part of the development hereby permitted.</p> <p>For the purposes of this condition a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It shall contain quality assurance and validation results providing evidence that the site has been remediated to a standard suitable for the approved use.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development in accordance with Policy CS32 of the Dacorum Core Strategy 2013.</p>
8	<p>Vehicular access and egress associated with the development hereby permitted shall be limited to the access shown on approved Drawing Nos. 112 and 113 only. Any other accesses or egresses shall be permanently closed and the highway verge shall be reinstated in accordance with the approved details under Condition 3 concurrently with the bringing into use of the approved access.</p> <p>Reason: In the interests of highway safety in accordance with Policy CS12 of the Dacorum Core Strategy 2013.</p>
9	<p>Vehicular visibility splays of not less than 2.4m by 43m shall be provided before any part of the development hereby permitted is first brought into use, and they shall thereafter be maintained, in both directions from the crossover, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.</p> <p>Reason: In the interests of highway safety in accordance with Policies CS8 and CS12 of the Dacorum Core Strategy 2013.</p>
10	<p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p>

Site Location Plan

112 Rev B (proposed layout)
111 Rev B (proposed site plan)
101 Rev A (proposed ground floor plans)
102 Rev A (proposed first floor plans)
103 Rev A (proposed loft floor plans)
104 Rev A (proposed roof plans)
105 Rev A (proposed front elevations)
106 Rev A (proposed rear elevations)
107 Rev A (proposed side elevation Plot A)
108 Rev A (proposed side elevation Plot B)
109 (proposed section)
113 Rev A (proposed street scene)

Recommendations set out within Bat Survey - Preliminary Roost Assessment

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

Article 35

Planning permission has been granted for this proposal. The Council acted proactively through positive discussion with the applicant during the determination stage which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Highways Informative

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

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

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

	<p>http://www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047.</p> <p>Contaminated Land Informative</p> <p>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.'</p> <p>Contaminated Land Planning Guidance can be obtained from Regulatory Services or via the Council's website www.dacorum.gov.uk</p> <p>Ecology Informative</p> <p>The removal or severe pruning of trees and shrubs should be avoided during the bird breeding season (March to August inclusive [Natural England]) 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 3 days in advance of vegetation clearance and if active nests are found, works should stop until the birds have left the nest.</p>

Appendix A - Consultation responses

Hertfordshire Highways

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

CONDITIONS

1. Prior to the commencement of the use hereby permitted vehicular and pedestrian access to and egress from the adjoining highway shall be limited to the access shown on drawing numbers 111 and 112 only. Any other access or egress shall be permanently closed, and the footway / highway verge shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority, concurrently with the bringing into use of the new access.

Reason: In the interests of highway safety.

2. Prior to the commencement of the use hereby permitted a visibility splay measuring 0.6m for a distance of 0.65m metres shall be provided to each side of the access where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

3. Prior to the first occupation of the development hereby permitted the proposed on-site 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 the permanent availability of the parking area, in the interests of highway safety.

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

INFORMATIVES

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

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

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

COMMENTS

This application is for the Demolition of existing house. Construction of two new semi-detached dwellings

ACCESS

A new access central to the plot is proposed. There is an existing vehicular access onto Vicarage Lane which is required to be stopped up and reinstated.

Vicarage Lane is an unclassified local access road, with a 30mph limit so vehicles are not required to enter and leave the site in forward gear. There have been no collisions resulting in personal injury in the last 5 years.

PARKING

Each new property will be provided with two off-road parking spaces.

CONCLUSION

Hertfordshire County Council as Highway Authority considers the proposal would not have an

increased impact on the safety and operation of the adjoining highways, subject to the conditions and informative notes above

Dacorum Conservation and Design further comments

Definite improvements here - well done.

Option B is certainly preferable.

Pity we couldn't get the fenestration back to sashes.

Dacorum Conservation and Design further advice

It was recommended that the following amendments are incorporated to improve the appearance of the dwellings from the street scene and relative to the neighbouring listed building:

- Reversal of the chimney and entrance to Plot B;
- Relocation of front hallway window on both plots to their respective flank elevations;
- Replacement of lean-to canopy with narrower flat hood canopy or gable canopy with bracket supports over the front doors;
- Front doors to be six-panelled.

Dacorum Conservation and Design

The proposed changes to the plans allowed on appeal were significant and fundamentally affected the appearance of the original proposed design. The approved scheme produced a balanced pair of handed houses incorporating 12 paned sashes, plat band above the arched windows, 6-panelled door with restrained flat hoods, etc, all helping to break up the facades.

The rear elevations were less successful and on balance have been improved under the current design.

The loss of symmetry, the addition of large porches (no longer handed), loss of 6-panelled door and replacement with a plank door, the fusion of the plat band and window arches and the change from 6 over 6 paned sashes to 4 paned windows all reduce the proportionate design of the former plans. These would have provided a balanced pair of houses forming robust additions to the street scene, strengthening the edge of the Conservation Area and complementing the listed building opposite; whereas the reworking of the front detailing has resulted in a repeat pattern of two, weakly detailed buildings.

Dacorum Trees and Woodlands

According to the information submitted no trees of significant landscape value or amenity will be detrimentally affected by the development. Subsequently I have no objections to the application being approved in full.

Hertfordshire Environmental Records Centre

Thank you for sending me the bat report for this application – *Preliminary Roost Assessment (Arbtech, May 2017)*. A daytime inspection of two buildings (Bungalow and separate garage) was undertaken on 4 May 2017 and no bats or evidence of them was found. The property was assessed to have negligible potential to support roosting bats and no further surveys are considered necessary. On this basis, bats should not be regarded a constraint to these development proposals and the buildings can be demolished without risk of harm to bats.

No nesting birds were recorded in the buildings or within the garden; however a precautionary approach to any tree removal or severe pruning is recommended and I advise the following **Informative** is added to any permission granted:

“The removal or severe pruning of trees and shrubs should be avoided during the bird breeding season (March to August inclusive [Natural England]) 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 3 days in advance of vegetation clearance and if active nests are found, works should stop until the birds have left the nest.”

I welcome the proposal to install bat and bird boxes to enhance biodiversity at the site and to ensure no net loss of biodiversity in line with aspirations of NPPF.

Hertfordshire Property Services

Herts Property Services do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within Dacorum CIL Zone 2 and does not fall within any of the CIL Reg123 exclusions. Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.

Bovingdon Parish Council

Support although there is concern that the parking proposals do not meet the National Parking Standards. Neighbours have requested that if the scheme is approved that a condition is attached requesting that the opening and closing times of work on the site are restricted to reduce the noise and disruption to neighbours. The owner of the neighbouring property at Belvedere is concerned that the visibility from accessing his drive will be reduced.

Appendix B - Neighbour notification/site notice responses

Councillor Stewart Riddick

Having looked at this (latest!) application for the above, I have a number of concerns!

1) Parking is totally inadequate:

According to the National Planning Portal Parking Standards - Annex A....a (minimum) of 4.5 Spaces / Residential Property is required. Therefore, a MINIMUM of 9 SPACES are required for these Two Properties.

2) There is no on-site provision for the (inevitable & obvious) Visitor Parking that will be required for each property.

3) Mature Cherry Tree:

This should not be removed. N.B. In previously approved application, assurances were given and great care was taken to ensure this tree would not be removed!

4) There is no provision for the minimum of (3) 'Wheelie Bins' that will be required for each property. N.B. They cannot be located in the contrived 'Turning Spaces' indicated...and they cannot be located on the grass verges fronting onto Vicarage Lane.

They already have a valid Planning Approval (Incorporating [reduced] access and parking arrangements) which they can build. Therefore, this application which is merely for a 'modification' of those arrangements should not be acceptable.

If you are minded to Refuse under delegated powers, that is fine.

However, if not, please ensure this comes before the DMC Committee for a final decision.

Green Lodge, Vicarage Lane

On balance the changes to the plans look OK. Although access onto Vicarage Lane is now proposed at its narrowest point. Visibility in both directions should be retained for the new development and its neighbours. Access should also allow for larger vehicles to turn onto the property to prevent the lane being blocked for deliveries. The turning space should therefore allow larger vehicles to turn around. The planning inspector approved application on the basis that vehicles leave the development in forward gear. Therefore the turning space should never be used for parking. It is unclear on the plans how this is going to be enforced. Spacing between and the position of each new building must be as per the current plans. Due to the close proximity to neighbouring houses and the residential area of the development I would respectfully request a limit to allowable work hours of 8am to 6pm Mon to Fri and 8am to 1pm on Sat. No deliveries or building work allowed outside these hours.

Belvedere, Vicarage Lane

Reference to the proposed car parking arrangement at Symonsdown, since 1933 both Belvedere and Symonsdown, have had clear views of traffic, pedestrians and cyclists, coming up for Symonsdown, and down for Belvedere, thanks to the clear wire fence between the properties, however, with the new proposal of siting a vehicle in front of the telegraph pole on my property, exiting out of my drive, has given me grave concerns, as this siting of a vehicle will seriously impede my line of sight of vehicles, pedestrians and cyclists also for family and visitors. The same, in my opinion, will apply to residents of Symonsdown for vehicles coming up Vicarage Lane, and this lack of sighting could lead to a serious accident, safety must come first. Vehicles tend to "bomb" down the lane, as only recently, one vehicle went clean through the churchyard wall. One solution, in my opinion that would solve this, is to scrap the hutching area on the Belvedere side put the second vehicle there, and myself Symonsdown residents will all have a better view on exiting our properties, safety must come first. I must mention that the proposed planting of low shrubs will also impede my sighting as my drive goes down a slope at the critical point of vehicle sighting. I have lived here almost 70 years and have a lot of knowledge of traffic movement