

4/02023/18/FUL	DEMOLITION OF EXISTING DWELLING. CONSTRUCTION OF 3 NEW DWELLINGS.
Site Address	42 BEACONSFIELD ROAD, TRING, HP23 4DW
Applicant	Metro Capital Securities Ltd, Setters Barn
Case Officer	Rachel Marber
Referral to Committee	Contrary views of Tring Town Council

1. Recommendation

1.1 That planning permission be **DELEGATED WITH A VIEW TO APPROVAL** subject to a consultation response from Hertfordshire Ecology.

2. Summary

2.1 The principle of residential development in this area is considered acceptable in accordance with Policies CS1 and CS4 of the Core Strategy (2013) and Saved Policies 10 and 21 of the Local Plan (2004). The scheme is considered to be a good quality development that helps meet the need for new housing, as set out in Core Strategy Policy CS17 and the NPPF (2018). The proposed three houses would not result in significant harm to the visual amenity of the area, residential amenity of neighbouring properties or be detrimental to matters of highways safety. The scheme is therefore in accordance with the National Planning Policy Framework (2018), Policies NP1, CS1, CS4, CS8, CS10, CS11 and CS12 of the Core Strategy (2013), Saved Policies 10, 18, 21, 57, 58, 99, 100, and Appendices 3 and 5 of the Local Plan (2004), Dacorum Urban Design Assessment (2010) and the Miswell Lane (TCA2) Character Area Appraisal (2004).

3. Site Description

3.1 The application site is situated on the north-west side of Beaconsfield Road and comprises a detached two storey dwellinghouse situated on a generous plot. The application site falls within the Miswell Lane (TCA2) character area. The immediate street scene predominately comprises detached and semi-detached two storey dwellings, with the occasional bungalow, of varied size, height and architectural style with a strong linear build line.

4. Proposal

4.1 The application seek permission to demolish the existing dwelling and construct three new dwellings comprising one detached and two semi-detached properties.

4.2 Each property would comprise four bedrooms with associated crossovers and off street parking serving each, providing provision for two domestic cars.

5. Relevant History

No Relevant History

6. Policies

6.1 National Policy Guidance (2018)

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

6.2 Adopted Core Strategy – (2013)

NP1 - Supporting Development
CS1 - Distribution of Development
CS4 - The Towns and Large Villages
CS8 - Sustainable Transport
CS10 - Quality of settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS17 – New Housing

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

Policy 10 - Optimising the Use of Urban Land
Policy 18 - The Size of New Dwellings
Policy 21 - Density of Residential Development
Policy 57 - Provision and Management of Parking
Policy 58 - Private Parking Provision
Policy 99 – Preservation of Trees, Hedgerows and Woodlands
Policy 100 – Tree and Woodland Planting
Appendix 3- Layout and Design of Residential Areas
Appendix 5- Parking Provision

Supplementary Planning Guidance / Documents

Area Based Policies (May 2004) - Residential Character Area (TCA2 Miswell Lane)
Accessibility Zones for the Application of Car Parking Standards (July 2002)
Dacorum Urban Design Assessment – Tring (2010)

7. Constraints

Residential area of Tring

8. Representations

Consultation responses

8.1 These are reproduced in full at Appendix A

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix B

9. Considerations

Main issues

9.1 The main issues to consider are:

- Principle of Development
- Impact on Street Scene
- Impact on Residential Amenity
- Impact on Highway Safety
- Impact on Trees and Landscaping
- Presumption in Favour of Sustainable Development
- Consultation Response
- Community Infrastructure Levy

Principle of Development

9.2 The application site is a windfall site located within the residential town of Tring. As such, the infrastructure in the immediate area has been developed to provide good transport links for existing residents. There are also services and facilities available within close proximity of the site.

Core Strategy (2013) Policy CS1 states that Hemel Hempstead will be the focus for homes and Policy CS4 states that appropriate residential development within residential areas in the Towns and Large Villages is encouraged.

Furthermore, the National Planning Policy Framework (NPPF) encourages the provision of more housing within towns and other specified settlements and the effective use of land by reusing land that has been previously developed. Saved Policy 10 of the Local Plan (2004) also seeks to optimise the use of available land within urban areas.

Taking all of the above into account, the proposal would make a valuable contribution to the Borough's existing housing stock (in accordance with Policy CS17) and complies with the Council's settlement strategy. As such, given that the development would be located in a sustainable location the principle of development is acceptable in accordance with Policies, CS1, CS4, CS17, of the Core Strategy, Saved Policy 10 of the Local Plan (2004) and NPPF (2018).

Impact on Street Scene

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

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

Core Strategy (2013), Policies CS10, CS11 and CS12 highlight the importance of high quality

sustainable design in improving the character and quality of an area; seeking to ensure that developments are in keeping with the surrounding area in terms of size, mass, height and appearance. This guidance is reiterated in the Saved Local Plan (2004) Policies of 10, 18, 21 and Appendix 3.

The Area Character Appraisal for TCA2 Miswell Lane describes the character of the area as a conventionally laid out mixed development of all ages, but predominantly from the first half of the twentieth century. In general, dwellings front onto the road with gardens front and rear, giving a degree of spaciousness to street scenes. Strong building lines give perspective views along roads. Spacing varies, but generally does not fall below the medium range (2m to 5m). The development principles for the area identify a variety of dwelling types being acceptable, but should relate well in terms of the type, design, scale, bulk and layout of nearby and adjacent development.

The application site is located within the peripheral zone in accordance with the Tring Urban Design Assessment (2010) where quality low-rise, low to medium density housing that acts as a transition between the countryside and the town should be provided.

The application seeks to demolish the existing dwelling which is a large detached dwelling and construct three dwellings; one detached and two semi-detached. Although, the existing dwelling is attractive and adds to the variety of built form within the immediate street scene it is not of particular architectural merit or historic importance to warrant protection against its removal.

The proposed dwellings would maintain the strong linear front build line of the street scene. The proposal would also maintain a 1 metre separation distance between dwellings and site boundaries which would maintain to some extent the open verdant character aspect the immediate area. It is important to note that there are many other examples of recent infilling on Beaconsfield Road where the separation distances between properties is less. Immediate examples of this include 29-31a Beaconsfield Road (app ref: 4/01818/11/FUL and 4/0953/94/FUL) and 38-38a Beaconsfield Road app (ref: 4/00457/11/FUL).

Due to the varied size, form and nature of properties within the immediate street it is not considered that the replacement of a large detached dwelling with two smaller semi-detached properties and one detached property would appear deleterious within the street scape. The assortment of architectural design within the immediate area has been reflected within the design of the semi-detached and detached property, in which the materiality differs between the proposed units. The proposed external materials of the proposed units would comprise facing brickwork and render walls with slate roof tiles, in accordance with the Urban Design Assessment (2010). Furthermore, the proposed dwellings would reflect the traditional design, height and pitched roof form of immediately adjacent properties. The proposed dwellings would retain sections of the low brickwork wall prevalent as a front boundary treatment within the immediate area. As such, the proposal would retain the street scape character of Beaconsfield Road.

The proposed scheme has a density of 41.67 dph which is slightly higher than the 25 dwellings/ha outlined within the development principles for TCA2 and 28-29 dwellings/ha outlined within the Tring Urban Design Assessment. Nevertheless, both national and local policy seek to maximise the optimum quantum of development on site. This is highlighted within Saved Policy 10 of the Local Plan (2004) which requires optimum use of the land available and Saved Policy 21 of the Local Plan (2004) which states that densities will generally be expected to be

in the range of 30 to 50 dwellings per hectare net. Policy CS10 of the Core Strategy (2013) outlines that new development should promote higher densities in and around town centres and local centres. National planning policy also seeks effective use of land in meeting the need for homes which planning policies and decisions avoiding homes being built at low densities and ensure developments make optimal use of the potential of each site.

In sum, the placement, scale and design of the proposed dwellings would appear in character and keeping with the surrounding dwellings and street scene; in compliance with Policies CS10, CS11 and CS12 of the Core Strategy (2013) and Saved Policies 10, 18 and 21 and Appendix 3 of the Local Plan (2004), the NPPF (2018), the TCA2 Miswell Lane Area Character Appraisal (2004) and Tring Urban Design Assessment (2010).

Effect on Neighbours

The NPPF (2018) outlines the importance of planning in securing high standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013), seek to ensure that new development does not result in detrimental impact to neighbouring properties and their amenity space. Thus, the proposed should be designed to reduce any impact on neighbouring properties by way of visual intrusion, loss of light and privacy.

The proposed dwellings would not breach the 45 degree line as drawn from the first floor front or rear habitable windows of properties Nos.44 and 40 Beaconsfield Road. This indicates that the proposed development would not impact upon the outlook or daylight serving neighbouring residents.

The proposed dwellings would be located at least 40 metres away from Nos 33-39 Beaconsfield Road, to the immediate rear of the site. This accords with the 23 metres minimum rear-to-rear separation distance standard outlined within Saved Appendix 3 of the Local Plan (2004).

The flank elevation windows serving the hallways of the dwellings proposed would be obscure glazed by way of recommended condition. No other windows are position to result in significantly further loss of privacy to neighbouring residents.

Turning to the living conditions the proposal would afford future residents. Saved Appendix 3 of the Local Plan (2004) states that garden depths equal to adjoining properties would be acceptable with a functional proposed width, shape and size that is compatible with surrounding area. Saved Appendix 3 expands this further outlining that a dwellinghouse should be provided with a minimum 11.5 metre deep garden space; with a larger garden depth provided for family homes. The proposed dwellings would have a garden size of at least 22 metres deep which is therefore more than sufficient to meet this external amenity standard.

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

Impact on Highways Safety and Parking Provision

Policy CS12 of the Core Strategy (2013) seeks to ensure developments have sufficient parking provision. Paragraph 105 of the NPPF (2018) states that if setting local parking standards

authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport; local car ownership levels and adequate provision of spaces for ultra-low emission vehicles. Policies CS8 of the Core Strategy (2013) and Saved Policies 57, 58 and Appendix 5 of the Local Plan (2004) promote an assessment based upon maximum parking standards.

The three proposed dwelling would each have four bedrooms requiring 9 off street parking spaces. Each dwelling would have off street parking provision for at least two domestic cars which would result in a shortfall of one off street parking space per dwelling. Nonetheless, DBC parking standards outlined maximum provision only which the NPPF (2018) states should only be applied where there is clear and compelling justification that they are necessary for managing the local road network. Moreover, the application site is located in a relatively sustainable area located a three-minute walk away from a bus stop servicing three bus routes (387, 389 and 397). A Parking Statement has been submitted alongside the planning application to justify this shortfall in parking provision against maximum standards.

Hertfordshire County Council Highways were consulted on the proposed planning application and provided the following summative comments:

- The highway network in the vicinity of the site does not have a significant accident record or road capacity issues.
- The additional traffic from the development is unlikely have any material impact on the capacity of the local road network. Vehicular Access and parking.

Therefore, the proposed development is unlikely to result in significant impact to the safety and operation of adjacent highway. Thus, the proposal meets the requirements of Policies CS8 and CS12 of the Core Strategy (2013), the NPPF (2018) and Policies 57 and 58 and Saved Appendix 5 of the Local Plan (2004).

Impact on Trees and Landscaping

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

The proposed scheme has the potential to provide soft and hard landscaping on site. The appearance of the development would be softened through the provision of front landscaping in the form of flower beds and low level front boundary treatment which would provide a defining edge to the proposal. The rear of the site would be split between soft landscaping and concrete slab patio. Some existing trees to the rear garden would need to be removed as part of the proposal, these are not covered by TPO or of high aesthetic value. Trees to the very rear of the site would be retained as part of the proposed development. A condition requesting elevation details of the bin stores and rear outbuildings has been attached to the grant recommendation. In short, it is considered that the proposed landscaping detail and mix of hard and soft materials would be sufficient to secure a high quality development.

Presumption in Favour of Sustainable Development

Paragraph 11 of the NPPF (2018) states that a presumption in favour of sustainable development should be applied when the relevant development plan policies are out-of-date and therefore the Borough does not have a 5-year land supply. Annex 1, paragraph 213 of the NPPF states that existing policies should not be considered to be out-of-date simply because they were adopted or made prior to the publication of the Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). It is considered that although the Core Strategy and Saved Local Plan are older than 5 years their policies remain consistent with the NPPF and therefore the presumption in favour of sustainable development does not apply in this instance.

Consultation Response

Several concerns were received as a result of the application. The main concerns are addressed below:

Three houses would be out of character within the street scene- The varied character of the street scene and appearance of the proposed dwellings has been assessed within the impact on street scene amenity section above.

Demolition of existing house- The existing house is not of particular architectural merit or of historic importance and therefore there is no policy protection against its demolition.

Overdevelopment- Overdevelopment is assessed in terms of the impact of the proposed works on external amenity provision, build form ratio to open space and number of car parking spaces. Parking provision would fall marginally short by one parking space shy of maximum standard. Further, sufficient external amenity provision, in accordance with Saved Appendix 3 of the Local Plan (2004) would be ensured in addition to separation distance between properties within the street scene.

LA5 development of 200+ homes- The LA5 development (app ref: 4/00958/18/MFA) is currently still pending consideration and has not been given planning consent. The Borough needs more homes in order to meet the government's new housing target, an important aspect of meeting this figure is from windfall sites such as this application, and not solely through provision from the allocated sites such as LA5.

Overshadowing and privacy to neighbouring residents

Increasing car parking requirements and traffic- The impact of the proposed development on highway safety and operation and assessment of parking provision has been outlined within the impact on highways safety and parking provision section above. Hertfordshire Highways have raised no objection to the proposal. A further three dwellings are not going to result in significant intensification of parking and highway impact if the LA5 scheme is considered acceptable from a highways perspective.

Community Infrastructure Levy

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

10. Conclusion

10.1 The principle of residential development in this area is considered acceptable in accordance with Policies CS1 and CS4 of the Core Strategy (2013) and Saved Policies 10 and 21 of the Local Plan (2004). The scheme is considered to be a good quality development that helps meet the need for new housing, as set out in Core Strategy Policy CS17 and the NPPF (2018). The proposed three houses would not result in significant harm to the visual amenity of the area, residential amenity of neighbouring properties or be detrimental to matters of highways safety. The scheme is therefore in accordance with the National Planning Policy Framework (2018), Policies NP1, CS1, CS4, CS8, CS10, CS11 and CS12 of the Core Strategy (2013), Saved Policies 10, 18, 21, 57, 58, 99, 100, and Appendices 3 and 5 of the Local Plan (2004), Dacorum Urban Design Assessment (2010) and the Miswell Lane (TCA2) Character Area Appraisal (2004).

11. RECOMMENDATION – That planning permission be **DELEGATED TO THE GROUP MANAGER, DEVELOPMENT MANAGEMENT AND PLANNING WITH A VIEW TO APPROVAL** for the reasons referred to above and subject to the following conditions:

Conditions

No	Condition
1	<p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>FP18752/100 FP18752/101A FP18752/02A FP18752/03 FP18752/04A Planning Statement August 2018 Addendum Parking Statement October 2018</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>
3	<p>Prior to occupation of the development hereby permitted detailed elevation plans of the bin stores and rear outbuildings shown on plan ref: FP18752/101A shall have been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure satisfactory appearance to the development; in accordance with Policy CS12 of the Core Strategy (2013).</p>
4	<p>The hallway windows at first and second floor level in the side elevations of the dwellings hereby permitted shall be permanently fitted with obscured glass.</p> <p>Reason: In the interests of the residential amenities of the occupants of the adjacent dwellings; in accordance with Policy CS12 of the Core Strategy (2013).</p>
5	<p>Prior to first occupation a 2mx2m pedestrian visibility sight splay, free from obstruction between a height of 600mm and 2.0m and relative to the back of the footway shall be provided on both sides of vehicular access and maintained for the lifetime of the development.</p>

Reason: To ensure a satisfactory standard of the development in the interest of highway safety; in accordance with Policy CS8 of the Core Strategy (2013).

Highway Informatives:

Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

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

Further information is available via the website

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

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

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

Ecology Informative

Bats and their roosts remain protected at all times under National and European law. If bats or evidence for them is discovered during the course of development works, work must stop immediately and advice sought on how to proceed lawfully from Natural England (tel: 0300 060 3900) or a licensed bat consultant.

Article 35 Statement

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

Appendix 1

Consultation responses

Comments received from consultees:

Tring Town Council

Objection

The council recommended refusal on the following grounds: unnecessary development, replacing a fine, family home set in mature gardens: overdevelopment of location and out of character with street scene.

HCC Highways

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

Condition 1:

A 2mx2m pedestrian visibility sight splay, free from obstruction between a height of 600mm and 2.0m and relative to the back of the footway shall be provided on both sides of vehicular access prior to the operational use and thereafter.

Reason: To ensure a satisfactory standard of the development in the interest of highway safety

Condition 2:

Before being brought in to use the new parking areas hereby approved shall be surfaced in permeable block paving to ensure that surface water from the site does not discharge in to highway.

Reason: In the interest of highway safety.

Advisory Note.

Informative: I recommend inclusion of the following advisory note to ensure that any works within the highway are to be carried out in accordance with the provisions of the highway Act 1980.

New or amended crossover – construction standards

AN1) Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

Storage of materials

AN2) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

Obstruction of the highway

AN3) Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

Mud on highway

AN4) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

Planning Application:

The application is for demolition of existing dwelling and replacement with 3 No dwellings. One detached and two semi-detached properties.

Site and surrounding:

The application site presently comprises a detached dwelling set in a wide plot on the north side of Beaconsfield Road, in Tring West. The site is 42 Beaconsfield Road. The local area is predominately two storey dwellings with the occasional bungalow, semi and detached properties.

Local Road Network

The access to the site is from Beaconsfield Road which is 522m long unclassified local access road. There are no on-street parking restrictions and most properties are with on-site parking provision. There is footpath on either side of the road with grass verge between foot path and carriageway.

Accessibility

The site is not in a highly sustainable location but it is surrounded by residential properties.

Capacity and Safety

The highway network in the vicinity of the site does not have a significant accident record or road capacity issues. The additional traffic from the development is unlikely have any material impact on the capacity of the local road network. Vehicular Access and parking

The existing parking is 3 spaces and the applicant proposal is to provide 6 parking spaces. Each of the dwellings would benefit from off street car parking located to the front accessed via Beaconsfield Road. No details are provided on the vehicle crossover and the applicant should make an online application for vehicle crossover as specified in advisory note 1. Applicant proposal is to provide permeable block paving to make sure water is not discharged on to public highway.

Appendix 2

Neighbour notification/site notice responses

Objections

Address	Comments
37 BEACONSFIELD ROAD, TRING, HP23 4DW	<p>Beaconsfield Road is one of the most mature roads in Tring starting with Victorian houses and ending with more moderns 70's 80's builds. The road has undergone extensive re developments and extensions which have impacted the ability to park on the road and navigate down the road passed parked cars. An addition of a further x3 5 bedroom houses in the space currently occupied by one large family home would have a negative impact on the road increasing car parking requirements and traffic to an unacceptable level.</p> <p>The road will be impacted already with the construction of the 240 Cala Homes – although there is no vehicular access, undoubtedly the road will be used to park cars from this development.</p> <p>There is a distinct shortage in Tring of houses the size of the property currently on the plot and in the location. If this house was to be demolished it would have a negative impact in the demand of that size house in Tring which impacts further down the chain on first time buyers and people who wish to purchase houses of this size.</p> <p>The existing house dates from the 1930's and sits between x2 houses built in the same era. The proposed design does not fit with the design of the surrounding houses.</p> <p>Approval of this application would result in over intensification of the land</p> <p>Approval of this application will not benefit the residents, people of Tring or the council. This application is being proposed purely to make a large profit and for no other benefit</p>
48 BEACONSFIELD ROAD, TRING, HP23 4DW	<p>My husband and I strongly object to the proposed building application for 42 Beaconsfield Road. Why does a perfectly good house, which could be sold as a large family house have to be knocked down and replaced by three new houses, which will be out of character with the street. We have already had quite a few new houses built along the road where the original houses stood. More new houses will be detrimental to the integrity of the road. We are soon to be subjected to a large</p>

	<p>building development at the end of the road by Cala Homes which will provide more than enough new houses at this end of the town, so it is inappropriate to subject us to the disruption of houses being built on our doorstep. We realise that the house is probably in need of modernisation but to us that is much more agreeable than the house being demolished and replaced by three houses.</p> <p>I trust you will take our comments into consideration and for the application to be denied.</p> <p>Kind regards Susan McHugh</p>
<p>35 BEACONSFIELD ROAD, TRING, HP23 4DW</p>	<p>I would like to add comments about the planning application ref 4/02023/18/FUL</p> <p>I am concerned about the size of the properties, proposed three four bedroom houses, in a relatively small area and the increased density of buildings adversely affecting the area around the site. In addition there would be a negative impact upon the level of parking available, potentially causing an impact upon the road and passing traffic and restrictions on loading or turning.</p> <p>As a result I would like to express my objections to the proposed development</p>
<p>31A BEACONSFIELD ROAD, TRING, HP23 4DP</p>	<p>We object to this planning application on the basis that it is excessive development of an already overdeveloped road. There is a huge housing development already proposed at the end of the road which will provide plenty of new housing in this part of Tring. There has been significant building on Beaconsfield Road, frequently where an older large house is replaced by two or more smaller properties thus increasing the housing density and putting strain on the already limited parking on the road. Even though each house in this application is provided with two parking spaces, at their position in the road this is insufficient. Most households have two cars, often more and there are visitors to also consider. I have taken photographs of the road in this area today and they show the level of congestion on a typical day. This is before considering the increased parking that will occur on the road once the Cala development is built. I will forward these photographs to the case officer and I hope they will be considered with my comments.</p> <p>I know a lot of my neighbours share my concerns and I hope our comments will be taken into consideration and this application refused. thank you</p>
<p>39 BEACONSFIELD ROAD, TRING, HP23 4DW</p>	<p>We object to this application. Whilst the current property occupies a fairly large plot, we consider that the construction of three houses on the plot will result in significant over-development which will be out of character with the street. The properties on Beaconsfield Road are not crammed together but enjoy a reasonable amount of space between them which typically provides space for a garage and/or parking. The</p>

	<p>space between properties allows a view to the trees in the gardens of properties on Highfield Road and that contributes to the mature and airy character of the road. The significant housing development already proposed at the end of the road will provide plenty of new housing in this part of Tring. There has been significant building on Beaconsfield Road which has already increased the housing density and has out strain on the already limited parking on the road. Even though each house in this application is provided with two parking spaces, the occupants of the proposed four bedroom properties may have more than two cars and there are also visitors to consider. Given that the entire frontage of the properties is given over to parking, any visitors to the properties will have to park outside the neighbouring properties which will increase congestion and may put children at risk due to poor visibility. We agree with the observation that the existing house dates from the 1930's and sits between two houses built in the same era. The proposed design does not fit with the design of the surrounding houses.</p>
<p>32 BEACONSFIELD ROAD,TRING,,,HP23 4DW</p>	<p>I wish to log an objection to the application for planning, case number - 4/02023/18/ful</p> <p>My objection is under the grounds of requirement, given a future development of dwellings close by -4/00958/18/MFA HYBRID PLANNING APPLICATION FOR 226 DWELLINGS. I question the requirement to demolish an existing residential dwelling, with history and character in order to build 3 further residential dwellings, given that there are a proposed 226 dwellings planned so close by?</p> <p>Beaconsfield Road already has parking issues, with many cars parking on the kerbside. Whilst I accept there is planning for 2 spaces per dwelling (min requirement), in reality this will simply add to the already congested issue of parking because of additional cars accessing the road.</p> <p>Please consider this objection and the feelings of families living on Beaconsfield Road. Please consider this objection</p>
<p>46 BEACONSFIELD ROAD,TRING,,,HP23 4DW</p>	<p>At present the road is very congested with very little space for parking . The majority of cars have to park on the grass verges making the roads narrow and the paths made smaller . More building will just cause more problems for residents and people visiting. Please reconsider your planning application</p>
<p>34 BEACONSFIELD ROAD,TRING,,,HP23 4DW</p>	<p>Beaconsfield Rd has experienced a lot of development in recent years, some of which has not been in keeping with the character of the road,which is predominantly properties built in the 1930's through to the 1960's, crowding two properties onto a site where previously only one house stood. This has led to an increase in traffic and parked cars. The proposed development of number 42, with three houses, allowing for two cars per house will add significantly to an increase in parked cars. In all likelihood where four bedroom family houses exist, the number of cars per house may be three or even four. This compromises the quality of the neighbourhood, through parking difficulties, pollution and road safety. Given the importance the council must place upon pollution and</p>

	<p>safety I would encourage this development to be reconsidered, and suggest a two house development would be more suitable. Whatever the decision I would ask that due consideration is given to the style of property and the height and that it is in keeping with the character of the road, and that at least one vehicle per house can be parked properly off road, as is the case with the development of number 29. As it is most cars are parked on the pavement.</p>
<p>38 BEACONSFIELD ROAD, TRING,,,HP23 4DW</p>	<p>One of the reasons we love Beaconsfield road is due to its character. It has spacious houses that span many different eras, most of which have lovely soft furnishings in front of them. The only issue with the road is the modern problem of too many cars and insufficient parking. There is no guarantee that each property will only have two cars, or that the two cars can actually fit in the space available!</p> <p>Unfortunately with developers coming into the road, knocking down old houses and replacing them with 2 or 3 houses, is that the everything becomes more uniform and plain. 42 Beaconsfield Rd is a beautiful old house which stands on a large plot. We think it is very sad that a Tring family are not having the opportunity to live in this lovely old house. There is no reason for it to be demolished other than economic gain for the developers.</p> <p>Our main reason for objecting however is that we feel the 3 houses is too dense for the plot size. With the threat of 200 plus houses being built at the end of the road in the near future, and the addition of houses being built in Longfield road and Miswell Park, there can't be a shortage of houses in Tring - unless that is big family houses!</p> <p>In addition, with an increase in families to 3 on that plot, there will be an increase in car traffic as well as an increase in cars. The road is already overrun with cars. Though we are not meant to have a road cut-through to this new development, there invariably will be people parking on Beaconsfield road further exacerbating the problem.</p> <p>There is no benefit to these 3 houses being built and due to our above reasons, we think it will in fact be a negative for our road and change the complexion of it completely. One has to only come walk down this and neighbouring roads to see the way in which this modernisation is changing the complexion of the neighbourhood.</p>
<p>THE MARKET HOUSE, 61 HIGH STREET, TRING,,HP23 4AB</p>	<p>The council recommended refusal on the following grounds: unnecessary development, replacing a fine, family home set in mature gardens: overdevelopment of location and out of character with street scene</p>
<p>40 Beaconsfield Road,,,,</p>	<p>The demolition of yet another old and good sized, character property in one of Tring's more varied residential roads seems short sighted.</p> <p>Several of the larger plots in this road have already been</p>

	<p>developed, and the biggest impact has been traffic and parking. Furthermore, as it stands the current property is an attractive proposition to families that need a larger family house and big garden.</p> <p>The house might appear to need repair or updating, however once it has been demolished it's another established property gone, purely for developer and agent profit.</p> <p>We understand that affordable family housing is needed in Tring, but these infill developments seem greedy and unnecessary.</p> <p>Cala are developing 200+ homes at the end of Beaconsfield Road which has been calculated to accommodate the incoming population.</p> <p>As residents of Beaconsfield Road we would appreciate your consideration of these points.</p>
40 Beaconsfield Road,,,	<p>The demolition of yet another old and good sized, character property in one of Tring's more varied residential roads seems short sighted.</p> <p>Several of the larger plots in this road have already been developed, and the biggest impact has been traffic and parking. Furthermore, as it stands the current property is an attractive proposition to families that need a larger family house and big garden.</p> <p>The house might appear to need repair or updating, however once it has been demolished it's another established property gone, purely for developer and agent profit.</p> <p>We understand that affordable family housing is needed in Tring, but these infill developments seem greedy and unnecessary.</p> <p>Cala are developing 200+ homes at the end of Beaconsfield Road which has been calculated to accommodate the incoming population.</p> <p>As residents of Beaconsfield Road we would appreciate your consideration of these points.</p> <p>Further Comments</p> <p>I wondered if you might have the time to look at the above planning proposal.</p> <p>We've noticed that the front elevations on the developer's proposed drawings have been presented with incorrect images of neighbouring property.</p> <p>This is a concern to us, as the plans presented to the public are not a true representation of the street view/ front aspect proposed.</p> <p>I will forward above mentioned drawings and photographs</p>

	<p>today for your immediate attention. We have been informed by the owners of 42 Beaconsfield Road that planning has already been granted but I'm not sure this can be the case as we've not seen approval on your site. More concerning is that the information presented on the Dacorum website is incorrect and misleading and a decision can't be made on this basis. Would you kindly amend the details and and review accordingly?</p> <p>Please note that the house on the right, No 40, is not as illustrated on this elevation proposal. I've checked out the angles of the proposed new builds and they are greatly affecting light, overshadowing and privacy to the neighbouring properties which flank the plot. Furthermore, the properties appear to have mock Tudor facias which are incongruous with the current variety of properties in the road. There is nothing 15th/16th Century in Beaconsfield Rd, only late Victorian to contemporary builds. In view of the photographs (in additional email) that I've sent, three houses will be squeezed in to a plot that aesthetically and practically, could only facilitate two, four bedroomed dwellings to remain in keeping with the road.</p>
40 BEACONSFIELD ROAD, TRING,,, HP23 4DW	<p>Will all relevant parties / households be notified of the planning amendments as of 11th October and be given adequate time to re-evaluate and comment? I trust letters with the changes and revised 'important dates' will be sent to neighbouring properties and added to the application.</p>

Supporting

Address	Comments
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None.

Commenting

Address	Comments
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None.