

4/00871/18/FUL	DEMOLITION OF EXISTING DWELLING AND CONTRUCTION OF THREE DWELLINGS
Site Address	AMBERLEY, HEMP LANE, WIGGINTON, TRING, HP23 6HF
Applicant	Simco Homes Ltd, C/o Agent
Case Officer	Joan Reid
Referral to Committee	Recommendation contrary to Parish Council

1. Recommendation

1.1 That planning permission be **GRANTED**.

2. Summary

2.1 The principle of infill residential development in this area is considered acceptable in accordance with Policies CS1 and CS6 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 any significant harm to the visual amenity or character of the area, residential amenity of neighbouring properties or be detrimental to highways safety. The scheme is therefore in accordance with the National Planning Policy Framework (2018), Policies NP1, CS1, CS6, 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).

3. Site Description

3.1 The existing site comprises a small bungalow, which has been extended at first floor level and with a large garage. The property sits up in an elevated position above the road. The house is within a reasonably sized plot which is located on rising ground above the road. The frontage retains mature hedging and trees. The site is close to the core of the village with the former Vicarage adjacent to the west and beyond the Church of St Bartholomew. Hemp Lane is typically comprised of a mixture of single and two storey properties dating from THE 1950s/60s, retaining open frontages and a generally verdant character.

4. Proposal

4.1 The application seeks planning permission to demolish the existing dwelling and to construct three detached properties. The scheme has been amended since the original submission reducing the proposal from 4 dwellings to 3. Provision is made for 9 car parking spaces, 3 of which are to be contained within open car ports. A single access is proposed for the three dwellings and the existing hedges are to be removed and replaced. The ground level is to be reduced by 1m.

5. Relevant Planning History

None

6. Policies

6.1 National Policy Guidance

National Planning Policy Framework (NPPF) 2018
National Planning Policy Guidance (NPPG)

6.2 Adopted Core Strategy

CS1- Distribution of Development
CS2 - Selection of Development Sites
CS6 - Small Village in the Green Belt
CS8 - Sustainable Transport
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS17 - New Housing
CS24 - The Chilterns Area of Outstanding Natural Beauty
CS27 - Quality of the Historic Environment
CS29 - Sustainable Design and Construction

6.3 Saved Policies of the Dacorum Borough Local Plan

Policy 10 - Optimising the Use of Urban Land
Policy 18 - The Size of New Dwellings
Policy 21 - Density of Residential Development
Policy 51 - Development and Transport Impacts
Policy 58 - Private Parking Provision
Policy 97 - Area of Outstanding Natural Beauty
Policy 99 - Preservation of Trees, Hedgerows and Woodlands
Policy 100 - Tree and Woodland Planting
Policy 119 - Development affecting Listed Buildings
Appendix 3 - Gardens and Amenity Space
Appendix 5 - Parking Provision

6.4 Supplementary Planning Guidance / Documents [include only those relevant to case]

- Environmental Guidelines (May 2004)
- Accessibility Zones for the Application of car Parking Standards (July 2002)
- Landscape Character Assessment (May 2004)
- Chilterns Buildings Design Guide (Feb 2013)
- Affordable Housing (Jan 2013)

7. Constraints

- Village Boundary in the Green Belt
- Chilterns Area of Outstanding Natural Beauty
- Area of Archaeological Importance
- Adjacent Grade II listed building

8. Representations

Consultation responses

8.1 These are reproduced in full at Appendix 1

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix 2

9. Considerations

Main issues

9.1 The main issues to consider are:

- Policy and principle
- Impact on Character of the Area
- Impact on Chilterns AONB
- Impact to neighbours
- Impact on Highway Safety
- Other

Policy and Principle

9.2 The site lies within the Wigginton Village boundary which is designated as a small village located within the Metropolitan Green Belt. Para 145 of the NPPF considers the construction of new buildings in the Green Belt to be inappropriate, however allows for some exceptions including limited infilling in villages. As the site is located within the Selected Small Village of Wigginton, policy CS6 should also be considered. CS6 allows limited infilling with affordable housing for local people and infilling is defined as a form of development whereby buildings are proposed within a gap along a clearly identifiable built up frontage or within a group of buildings. It does not include backland development or tandem development. Policy CS6 identifies that infilling will only be permitted where it is limited in scale; the housing is affordable and it meets the needs of local people however, DBC are no longer permitted to insist on the requirement that any infill scheme in a selected small village should be for affordable homes. This is because of the national approach to encourage the delivery of smaller sites that now generally excludes the requirement for affordable homes on sites of 10 or less dwellings. The approach is now formally reflected in the new NPPG and the local application of this is explained in the Affordable Housing Clarification Note. The term limited refers to development that does not create more than two extra dwellings. It is therefore considered that the proposal which creates two additional dwellings for market housing would constitute an exception in the Green Belt and overall, the principle is considered acceptable.

Impact to Character of the Area

9.3 One of the key considerations of this application is how the demolition of one dwelling and replacement with three new dwellings impacts on the character and appearance of the area. The existing dwelling is of no particular architectural merit and its demolition for redevelopment is considered acceptable in principle. Hemp Lane is generally characterised by a mix of dwellings varying in age, height and size. Both sides of Hemp Lane generally comprise detached dwellings, most of which have been extended with little space left open to the boundaries. The southern side of the road comprises a slightly higher density and knit than the northern side and the typical form comprises a strong building line with open frontages, and decent sized rear gardens. The application site comprises one of the widest sites within the immediate vicinity however doesn't contain the average length of rear garden evident for most other dwellings. The proposed scheme would see the existing bungalow removed and three new detached dwellings built. These dwellings are set in from the road maintaining the established building line. It is intended to excavate the site in order to lower the ground level on which the dwellings would sit by 1m to lessen the prominence and visual impact. All three dwellings are detached, in keeping with the surroundings. The dwellings maintain spacing of at least 2m between them and 2.5m to the boundary of the site (the garage between the dwellings is set back and allows for a sense of openness between the dwellings). The houses have been designed with hipped roofs to lessen the bulk and mass of the built form and each have a different design to align with the variety of styles evident along the road. The existing hedged frontage is to be removed in order to achieve adequate safe visibility onto the road, however sufficient space and provision is

retained to ensure that replacement substantial planting can be achieved to put back a green frontage. The residents and Parish Council have raised particular concern that the development represents overdevelopment of the site and the building density is not in keeping. The scheme has been reduced from 4 dwellings to 3 which is a welcome revision. The proposed density is slightly greater than the general density along Hemp Lane mainly due to longer plots as a result of the rear gardens however the scale, plot width and spacing is in keeping. Overall, it is considered that the dwellings, whilst being a new addition to the road, would allow for new high quality dwellings to be constructed within the village setting, comply with the general character prevalent and wouldn't detract from the area overall.

Chilterns Area of Outstanding Natural Beauty

9.4 The scheme has been designed, reducing the number of proposed dwellings from 4 to 3. Particular attention has been paid to the Chilterns Design guidance in the design of the amended scheme which now proposes three detached dwellings each incorporating a slight variation in design. The dwellings adopt Chilterns design features and each dwelling has been designed to reduce the overall bulk and prominence. It is proposed to use good quality materials including flint and brick with Chilterns clay tiles to the roofs to ensure that the dwellings will be built to a high quality. The loss of landscaping to the frontage can be mitigated by replacement planting and overall the character of the AONB should be retained.

Impact to neighbouring properties

9.5 The site is next to 'the Orchard' which is a grade II listed building which is set back from the road. Due to the separating distance, no significant harm is anticipated to this property. To the right hand side, is a dwelling called Red Tiles. The owner of Red Tiles has made a number of comments on the application including raising concern over the visual impact and loss of light from the proposed garages located to the frontage and the elongation of plot 3 beyond the rear of Red Tiles. In terms of the front covered car port to the frontage, this is unlikely to be significantly overbearing due to its limited height, orientation with sloping roof pitched away from Red Tiles and existing screening which is to be retained and supplemented. In terms of the rear, the two storey element of plot 3 would extend approximately 3.5m beyond the rear elevation of Red Tiles and the single storey element would be a further 3.3m approximately beyond that again. Plot 3 would be situated sufficient distance from the boundary so that a line drawn at 45 degrees from the nearest habitable windows of Red Tiles is not breached by the development. The site is located to the west of Red Tiles, and as such there may be some loss of evening sun however the impact would not be such to warrant a refusal on this basis. In terms of the properties located across the Road from the site, it is not considered that these would experience any significant loss of privacy or visual intrusion beyond what is typical of the relationship between properties along Hemp Lane.

Impact on Trees and Landscaping

9.6 It is proposed to retain the existing trees located to the west of the site and which is particularly important in terms of retaining the verdant character of the site and the impact of the development to the Grade II listed building behind. Conditions ensuring retention and safeguarding of these trees will be imposed. In terms of the frontage, is it unfortunate that the existing hedging needs to be removed however this is considered necessary to ensure adequate access visibility to and from the site. The plans demonstrate adequate space and provision for a bank to be put back and replanted which would also be conditioned. Similarly, details of supplementary planting and landscaping along the boundaries will be sought by condition.

Impact on Highway Safety

9.6 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.

A particular concern is how the development impacts on the safety of Hemp Lane in terms of existing road uses and for new residents. It is noted that Hertfordshire Highways raised concern with the original design and the developers have worked to achieve a design which is to be satisfaction of the Highway Authority. Hertfordshire Highways now consider the scheme to provide good visibility to and from the site and have removed their principle objection. Hertfordshire Highways also consider that adequate space is available to achieve turning within the site however seek assurances from the developers that service vehicles can turn. Plans demonstrating safe and adequate swept paths will be sought to the satisfaction of the Highway Authority will be sought before any development commences. The Highway Authority have also asked for plans showing details of construction works parking and space for materials off the Highway which will be sought and considered by condition. Also a particular consideration is drainage both in terms of ensuring that surface water drainage can be dealt with onsite to avoid runoff down the road. This is also particularly important due to the lowering of the natural levels. Specific details will be required by condition.

Provision is made for 3 spaces per dwelling which meets the maximum standard in appendix 5 for the dwellings sizes. It is understandable that concern is raised that if there is inadequate parking provision, this could give rise to overflow onto Hemp Lane, however 3 spaces per dwelling together with adequate open space to the frontage is reasonable. Each dwelling contains car ports with the frontages to remain open (which will be conditioned) in order to discourage these to be used for closed storage instead of car storage.

Amenity Standards

9.7 Each dwelling contains a private rear amenity provision which is in line with the minimum standard of 11.5m depth. Plot 1 is considered to be a small space especially taking account of the mature trees which are to be retained however on balance, it is considered that adequate provision is made and all 3 dwellings would enjoy decent private amenity space.

Impact to Grade II listed building

9.8 The site is located next to 'the Orchard' which is a Grade II listed building. The Orchard is set back into the site approximately by 44m and from the boundary of the proposal site by about 33m. Particular consideration has been given to ensure that the proposed development would not affect the setting and character of the Listed building. Given the separating distance, mature trees to be retained and proposal to lower the height of the scheme, it is considered that the listed building would not be negatively impacted by the scheme and the conservation officer does not consider there to be any significant harm. Sensitive boundary treatment will be sought.

Other Material Planning Considerations

9.9 Area of Archaeological Significance: The proposed development site is in Area of Archaeological Significance No 9, which identifies the historic core of the village of Wigginton. It is considered that the position and details of the proposed development are such that it should be regarded as likely to have an impact on significant below ground heritage assets, and that this impact should be mitigated in line with para 141 of the National Planning Policy Framework (NPPF). Therefore, it has been recommended that provision be made for a programme of archaeological works to be undertaken and secured by condition.

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

9.11 Thames Water have been consulted on the scheme and consider that adequate provision is available for sewage and water provision for the three dwellings. This is therefore not considered to be grounds to oppose the development. Given the proposals to lower the ground level, the developer will need to ensure that the party wall is agreed with the neighbours. Provision can be made to ensure adequate drainage and planting can be achieved.

10. Conclusions

10.1 The principle of residential development in this area is considered acceptable in accordance with Policies CS1 and CS6 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, CS6, CS8, CS10, CS11 and CS12 of the Core Strategy (2013), Saved Policies 10, 18, 21, 57, 58, 97, 99, 100, and Appendices 3 and 5 of the Local Plan (2004).

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

Conditions

No	Condition
1	<p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>No development shall take place until details of the materials to be used in the construction of the external surfaces and fenestration 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.</p> <p>Reason: To ensure a satisfactory appearance to the development in accordance with policy CS12 and CS24 of the Core Strategy.</p>
3	<p>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:</p> <p>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;</p>

	<p>trees to be retained and measures for their protection during construction works; proposed finished levels or contours; Provision for bin storage detailed plans for the sheds details plans for fire hydrants</p> <p>The approved landscape works and details above shall be carried out prior to the first occupation of the development hereby permitted.</p> <p>Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area and adequate provision for fire hydrants in accordance with policies CS8, CS12, CS24 and CS27.</p>
4	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) the garages/car ports shall remain permanently open and primarily for the parking of vehicles.</p> <p>Reason: In the interests of retaining sufficient parking provision in accordance with policy CS8 and appendix 5.</p>
5	<p>Prior to the first occupation of the development hereby permitted a visibility splay measuring 2.4 metres x 48 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.</p> <p>Reason: In the interests of highway safety in accordance with policy CS8 of the Core Strategy.</p>
6	<p>No development shall commence until a construction management scheme has been submitted to and approved in writing by the Local Planning Authority: The scheme shall include:</p> <ul style="list-style-type: none"> -detailed plans and provision for onsite parking for construction workers and storage of materials for the duration of the construction period; -plans to ensure that all vehicles leaving the development site during construction of the development are in a condition such as not emit dust or deposit mud, slurry or other debris on the highway. <p>The approved scheme shall be implemented throughout the construction period.</p> <p>Reason: To ensure construction does not negatively affect highway safety in accordance with policy CS8.</p>
7	<p>Before the development hereby approved is first occupied, detailed plans of the surfaces of the on-site vehicular areas shall be submitted and approved by the LPA. Details shall also be submitted of the methods and arrangements for surface water drainage from the site to be intercepted and disposed of separately so that it does not discharge into the highway or neighbouring properties prior to the first occupation of the dwellings hereby permitted. The development shall be implemented in accordance with approved details and these arrangements maintained thereafter.</p> <p>Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises in accordance with policy CS8 and CS12.</p>
8	<p>Before development commences, additional layout plans, drawn to an appropriate scale, must be submitted and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, which clearly demonstrate that all on-site</p>

	<p>parking spaces can be accessed by a vehicle, and that on-site turning space is sufficient to enable all vehicles (including service vehicles) to enter and exit the site in forward gear.</p> <p>Reason: To ensure no significant increase to roadside parking levels and to ensure that vehicles entering and exiting the site do not adversely affect the free and safe flow of traffic on the public highway in accordance with policy CS8.</p>
9	<p>No development shall Commence until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:</p> <ol style="list-style-type: none"> 1. The programme and methodology of site investigation and recording 2. The programme for post investigation assessment 3. Provision to be made for analysis of the site investigation and recording 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation 5. Provision to be made for archive deposition of the analysis and records of the site investigation 6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation <p>Reason: In the interests of preserving archaeological remains in accordance with the NPPF and policy CS27 of the Core Strategy.</p>
10	<p>i) Development shall take place in accordance with the Written Scheme of Investigation approved under condition 9.</p> <p>ii) Each phase of the development shall not be occupied until the site investigation has been completed and the provision made for analysis in accordance with the programme set out in the Written Scheme of Investigation approved under condition 9. The final phase of development shall not be occupied until the site investigation has been completed and the provision made for analysis in accordance with the programme set out in the Written Scheme of Investigation approved under condition 9 and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.</p> <p>Reason: In the interests of preserving archaeological remains in accordance with the NPPF and policy CS27 of the Core Strategy.</p>
11	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or re-enacting that Order with or without modification) no development falling within the following classes of the Order shall be carried out without the prior written approval of the local planning authority:</p> <p>Schedule 2 Part 1 Classes A C, E</p> <p>Reason: To enable the local planning authority to retain control over the development in the interests of safeguarding the residential and visual amenity of the locality and ensuring adequate amenity space and trees are safeguarded is retained in accordance with policies CS12 and CS24 of the Core Strategy and policies 97,99, 119 and appendix 3 of the Local plan.</p>
12	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>TL- 39070-18-11a TL-3970-18- 12a TL-3970-18 13a TL-3970-19-10a</p>

TL-3970-18 -3A Rev A

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

Informative 1 - Highways

AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN2) Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website

<http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN3) Highway works: Works to be undertaken on the adjoining highway shall be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication Roads in Hertfordshire Highway Design Guide. Before proceeding with the proposed

Informative 2 - Thames Water

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>

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

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way.

The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Water Comments

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<p>https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>Informative 3 - Article 35 Statement</p> <p>Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.</p>

Appendix 1

Consultation responses - Amended Scheme

<p>Wigginton Parish Council</p>	<p>The application below was discussed extensively at the Wigginton Parish Council meeting on 16th October 2018. Strong representations were made by members of the public who attended the meeting and a number of whom have lodged objections to the plans on the DBC website.</p> <p>Wigginton Parish Council object to this application.</p> <p>Despite reduction from four to three properties serious concerns remain:</p> <ul style="list-style-type: none"> • It is an overdevelopment in an area of AONB. • The development will have an overbearing effect on surrounding properties in terms of light, privacy, access and parking. • The development is out of character with other properties in Hemp Lane which is intrinsically a rural setting. • The nature of Hemp Lane makes it unsuitable to deal with an increase in traffic or parking. • Other concerns regarding surface drainage and run off water down Hemp Lane, steepness of the rear of the site and lack of retaining walls to support neighbouring properties were also raised.
<p>Hertfordshire Highways</p>	<p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>AMBERLEY, HEMP LANE, WIGGINTON, TRING, HP23 6HF</p>

No objection subject to the following conditions:

1) Prior to the first occupation of the development hereby permitted a visibility splay measuring 2.4 metres x 48 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.

2) No development shall commence until a scheme for the parking of cycles has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose. Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport. 3) No development shall commence until a scheme detailing provision for onsite parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period. Reason: To ensure adequate off-street parking during construction in the interests of highway safety.

4) Before the development hereby approved is first occupied, all on site vehicular areas shall be accessible and surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway. Arrangements should also be made for a temporary bin store area near the access, which does not obstruct visibility from the access. Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises

5) Before development commences, additional layout plans, drawn to an appropriate scale, must be submitted and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, which clearly demonstrate that all on-site parking spaces can be accessed by a vehicle, and that on-site turning space is sufficient to enable all vehicles (including service vehicles) to enter and exit the site in forward gear. Reason: To ensure no significant increase to roadside parking levels and to ensure that vehicles entering and exiting the site do not adversely affect the free and safe flow of traffic on the public highway.

6) Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in a condition such as not emit dust or deposit mud, slurry or other debris on the highway. In particular (but without prejudice to the foregoing) efficient means shall be installed prior to commencement of the development and thereafter maintained and employed at all times during construction of the development, to include cleaning the wheels of all construction vehicles leaving the site. Reason: In order to minimise the amount of mud, soil and other materials originating from the site being deposited on the highway, and in the interests of highway safety and visual amenity.

7) Accessibility audit- wording to be agreed.

HIGHWAY INFORMATIVES:

I recommend inclusion of the following Advisory Notes (ANs) to ensure that any works as part of this development are carried out in accordance with the provisions of the Highways Act 1980 and other relevant processes.

AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN2) Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047. AN3) Highway works: Works to be undertaken on the adjoining highway shall be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication Roads in Hertfordshire Highway Design Guide. Before proceeding with the proposed development, the applicant shall follow the link below; <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or call on 0300 1234 047 to obtain the requirements for a section 278 agreement for the associated road works as part of the development. This should be carried out prior to any development work is carried out.

Highway response:

This proposal for the construction of three dwellings in the place of a single dwelling takes its access from Hemp Lane. Hemp Lane is a local access road subject to a 30mph speed limit.

Access:

Some minor changes are proposed to access arrangements, which will be subject to s278 agreement. Visibility onto Hemp Lane is proposed to be improved to comply with the standard requirement of 2.4 metres x 43 metres.

Parking:

The submitted plans show 3 parking bays for each dwelling, most of them in tandem. The vehicle turning space/area is very tight but should

be possible with several back and forth manoeuvres. However, consideration needs to be given to how service vehicles can be accommodated within the site and it is not clear from the submitted plans whether these can be accommodated. The site should be provide for the turning of a small service vehicle, such as a supermarket delivery van (approx. 6.5 metres long), and condition 2 above requires the applicant to submit tracking diagrams to demonstrate this. The LPA may consider it prudent to request these plans before any grant of consent is given.

Surfacing and drainage:

The proposed new driveway would need to make adequate provision for drainage on site to ensure that surface water does not discharge onto the highway. Surface water from the driveway would need be collected and disposed of on site in order for the proposals to be acceptable. The details should be secured by a planning condition.

Emergency Access

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

Sustainability/accessibility

The site is set some considerable distance from key public facilities/amenities and there is no bus service nearby. The highway outside the site has no footways and is narrow and unlit, with limited forward visibility at points. This raises concern about the safety of pedestrians travelling to and from the site onto the wider highway network, and it is difficult to see how the site complies with Policy 1 of the LTP4 or paragraphs 102 and 110 of the NPPF, which state that " applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

Some simple measures might be possible to improve the route for pedestrians travelling to and from the site, in particular, more vulnerable users (e.g. wheelchair users, buggies, prams, children, etc). These might include signage, the provision of passing places for vehicles to move safely past pedestrians, etc. Such measures would be identified most effectively through a pedestrian audit of Hemp Lane. This would not be a formal safety audit, rather a more qualitative assessment to include photographs, notes, and carriageway width measurement Hemp Lane to accommodate pedestrians.

Cycle parking:

The details of the type, location and design of cycle storage have not been provided. According to the Dacorum District Council's cycle parking standards, a minimum of eight spaces will be required for residents (two per each property). Due to the limited space available on

	<p>site, the details of cycle storage in the form of a cross section of the store(s) together with the manufacturer details and access to the stores should be provided now rather than be secured by a planning condition. Vertical or semi vertical cycle storage is not acceptable.</p> <p>Refuse and waste collection:</p> <p>The plans show location of bin stores within each individual property and additional temporary bin store area is shown within the site. The proposed temporary bin store area will however not be easily accessible by waste operatives. A temporary bin storage area will be required on site in the vicinity of the access for at least eight bins. This would need to be shown on the updated the plans ensuring that the placement of the bins does not obstruct access or visibility on collection days.</p> <p>CONCLUSION</p> <p>For the reasons stated above, HCC Highways raise no objections on highway grounds, subject to planning conditions</p>

Original Submission

<p>Wigginton Parish Council</p>	<p><i>Wigginton Parish Council discussed this application at their meeting following a hearing from 10 people who attended the meeting with very strong objections and who have expressed these to you and on your website.</i></p> <p><i>The Parish Council therefore, after careful consideration decided to <u>Object</u> to this application on the grounds of gross over development in terms of size, quantity, overbearing effect on surrounding properties and highway safety</i></p>
<p>Hertfordshire Highways</p>	<p>Decision</p> <p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:</p> <p>1) The layout of the site is such that the level of parking stated is questionable, and likely to be substandard in practice. This means vehicle turning areas within the site will become parked up, with resultant reversing of vehicles out blindly onto the public highway, representing a safety risk.</p> <p>2) The proposed development, if permitted, would involve the intensification of use of the existing vehicular access onto Hemp Lane where visibility is already severely substandard in both directions and obstructed by the adjacent hedges and the retention wall and would be likely to give rise to conditions detrimental to highway safety.</p> <p>3) The proposed width of the access exceeds the HCC Highways' maximum standard of 5m.</p> <p>4) The site does not comply with paragraphs 32 and 35 of the</p>

NPPF, as it does not provide suitable opportunities to travel to and from it by sustainable modes. In particular, pedestrian travel is not safely accommodated.

COMMENTS:

The application is for the demolition of existing dwelling and erection of 2no pairs of semi-detached dwellings to form 4no total dwellinghouses.

Pedestrian access:

There are no public footways in the vicinity of the site, which means that driving will be the main form of transport for new residents. The plans fail to show unobstructed pedestrian footpaths of at least 0.9m in width on site between the dwellings, parking, cycle store(s), etc. Given the very limited space on site such footpaths will be difficult if not impossible to provide.

Vehicular access:

Access to the site is from Hemp Lane, a local access road with a speed restriction of 30mph.

The plans submitted with the application are not reflective of the existing situation, i.e. for example the retaining wall to the west of the access is not shown on the plans, the existing visibility is substandard and does not appear to meet the standard requirement of 2.4 metres x 43 metres.

Although not clearly shown on the submitted plans the application form suggests that the access will be widened to a staggering 8m width, which is contrary to the maximum width allowed of 5m.

The road accident records from the 5 last year reveal one accident in 2013 directly linked to the site where a vehicle was leaving the Amberley's driveway and collided with another vehicle travelling on Hemp Lane. Although the reason was not recorded by the police the poor visibility could have been a contributing factor.

For those reasons HCC Highways strongly object to the intensification of use of the existing vehicular access into/from Hemp Lane.

Vehicle parking:

Whilst the number of parking spaces meets the Dacorum's adopted standards of two spaces per dwelling, the design, dimensions and the turning area fail to meet the minimum adopted criteria of 4.8m x 2.4m with reversing space of 6m. This coupled with the fact of the need for visitors parking on site and deliveries requirements (i.e. home deliveries) and informal parking on site, would lead to vehicles blindly reversing out onto the public highway with already reduced sightlines.

The proposed garages only measure 2.9m x 5.7m instead of the standard HCC's dimensions of 3m x 6m.

	<p>Cycle parking:</p> <p>The details of the type, location and design of cycle storage have not been provided. According to the Dacorum District Council's cycle parking standards, a minimum of eight spaces will be required for residents (two per each property). Due to the limited space available on site, the details of cycle storage in the form of a cross section of the store(s) together with the manufacturer details and access to the stores should be provided now rather than be secured by a planning condition. Vertical or semi vertical cycle storage is not acceptable.</p> <p>Surfacing and drainage:</p> <p>The proposed new driveway would need to make adequate provision for drainage on site to ensure that surface water does not discharge onto the highway. Surface water from the driveway would need to be collected and disposed of on site in order for the proposals to be acceptable. The details should be secured by a planning condition.</p> <p>Refuse and waste collection:</p> <p>The plans show location of bin stores within each individual property. For that reason a temporary bin storage area will be required on site in the vicinity of the access for at least eight bins. This would need to be shown on the updated the plans ensuring that the placement of the bins does not obstruct access or visibility on collection days.</p> <p>The collection method must be confirmed as acceptable by DDC waste management.</p> <p>Emergency vehicle access: The access arrangements would enable emergency vehicle access to within 45 metres from all dwellings. This adheres to guidelines as recommended in MfS, Roads in Hertfordshire; A Design Guide and Building Regulations 2010: Fire Safety Approved Document B Vol 1.</p> <p>CONCLUSION</p> <p>For the reasons stated above, HCC Highways raise objections on highway grounds to the application</p>
Chiltern Society	<p>Objection for three reasons:</p> <p>Proposed three storey houses on already high ground will be too dominant with regard to neighbouring houses, and out of character with Hemp Lane.</p> <p>Over-development. Most plots in Hemp Lane have only one dwelling. Again, not in keeping with neighbouring properties.</p> <p>Traffic problems. Four houses on this plot means a minimum of 8 cars, probably 12 cars. The space in front of the proposed houses is inadequate for cars to manoeuvre and turn to exit into Hemp Lane going forward. Hemp Lane is very narrow and very busy with horse-boxes, cars, cyclists, horses and walkers. There is no footpath.</p>
Herts Archaeology	<p>Please note that the following advice is based on the policies contained in the National Planning Policy Framework.</p>

The proposed development site is in Area of Archaeological Significance No 9, which identifies the historic core of the village of Wigginton. The settlement is recorded in Domesday Book (of 1086), and the parish church of St. Bartholomew is a much restored building that dates from the 13th century [Historic Environment Record no 4375]. The proposed development site is just over 50 metres from the parish church, and is adjacent to 'The Orchard' [HER no 17609]. This Grade II Listed Building is a two-storey timber-framed house on a flint sill, built in the 16th century. It may have replaced an older undocumented building, since the Weedon family, who founded of the 15th century chantry chapel at the church, are said to have lived there. No medieval manorial site has been identified at Wigginton, but the church is likely to be a proprietorial foundation by a manorial centre, implying that a manor house lay close by.

I believe that the position and details of the proposed development are such that it should be regarded as likely to have an impact on significant below ground heritage assets, and that this impact should be mitigated in line with para 141 of the National Planning Policy Framework (NPPF). I recommend, therefore, that provisions be made for a programme of archaeological works, should you be minded to grant consent:

- 1 The archaeological evaluation of the development site by means of a strip, map and sample and/or trial trench methodology (whichever is more appropriate archaeologically) prior to the commencement of development.

- 2 Such appropriate mitigation measures indicated as necessary by the above programme of archaeological evaluation.

These may include:

- a) the physical preservation of any archaeological remains *in situ*, if

warranted, by amendments to the design of the development if this is feasible,

- b) the appropriate archaeological excavation of any archaeological

remains before any development commences on the site, with provisions

for subsequent analysis and publication of the results,

- c) the analysis of the results of the archaeological work with provisions

for the subsequent production of a report and an archive, and the publication

of the results, as appropriate,

- d) and such other provisions as may be necessary to protect the archaeological interests of the site.

I believe that these recommendations are both reasonable and necessary to provide properly for the likely archaeological implications of this development proposal. I further believe that these recommendations closely follow para. 141, etc. of the National Planning Policy Framework, and the relevant guidance contained in the National Planning Practice Guidance, and in the Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic

	<p>Environment (Historic England, 2015). In this case two appropriately worded conditions on any planning consent would be sufficient to provide for the level of investigation that this proposal warrants. I suggest the following wording: Condition A No demolition/development shall take place/commence until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and: 1. The programme and methodology of site investigation and recording 2. The programme for post investigation assessment 3. Provision to be made for analysis of the site investigation and recording 4. Provision to be made for publication and dissemination of the analysis and records of the site investigation 5. Provision to be made for archive deposition of the analysis and records of the site investigation 6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation. Condition B i) Demolition/development shall take place in accordance with the Written Scheme of Investigation approved under condition (A). www.hertfordshire.gov.uk ii) Each phase of the development shall not be occupied until the site investigation has been completed and the provision made for analysis in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A). The final phase of development shall not be occupied until the site investigation has been completed and the provision made for analysis in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured. If planning consent is granted, then this office will be able to provide detailed advice concerning the requirements for the investigation and to provide information on accredited archaeological contractors who may be able to carry out the work.</p>
Herts Property	<p>Herts Property Services do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within Dacorum CIL Zone 1 and does not fall within any of the CIL Reg123 exclusions. Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.</p>
Building Control Team	<p>After having a quick look at the proposed plans the means of escape from the 2nd floor is very poor . There doesn't appear to be a protected escape route.</p>

Cllr Stan Mills	As Ward Councillor for Aldbury & Wigginton please accept this request that in the event of you recommending the above Planning Application 4/00871/18/FUL for approval I wish to Call In on the grounds of Over Development in terms Size, Quantity, Overbearing effect on surrounding properties and Highway safety.
Herts Property	<p>I refer to the above mentioned application and am writing in respect of planning obligations sought by the County Council towards fire hydrants to minimise the impact of development on Hertfordshire County Council Services for the local community.</p> <p>Based on the information provided to date we would seek the provision of fire hydrant(s), as set out within HCC's Planning Obligations Toolkit. We reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.</p> <p>All developments must be adequately served by fire hydrants in the event of fire. The County Council as the Statutory Fire Authority has a duty to ensure fire fighting facilities are provided on new developments. HCC therefore seek the provision of hydrants required to serve the proposed buildings by the developer through standard clauses set out in a Section 106 legal agreement or unilateral undertaking.</p> <p>Buildings fitted with fire mains must have a suitable hydrant provided and sited within 18m of the hard-standing facility provided for the fire service pumping appliance.</p> <p>The requirements for fire hydrant provision are set out with the Toolkit at paragraph 12.33 and 12.34 (page 22). In practice, the number and location of hydrants is determined at the time the water services for the development are planned in detail and the layout of the development is known, which is usually after planning permission is granted. If, at the water scheme design stage, adequate hydrants are already available no extra hydrants will be needed.</p> <p>Section 106 planning obligation clauses can be provided on request.</p> <p><u>Justification</u></p> <p>Fire hydrant provision based on the approach set out within the Planning Obligations Guidance - Toolkit for Hertfordshire (Hertfordshire County Council's requirements) document, which was approved by Hertfordshire County Council's Cabinet Panel on 21 January 2008 and is available via the following link: www.hertsdirect.org/planningobligationstoolkit</p> <p>The County Council seeks fire hydrant provisions for public adoptable fire hydrants and not private fire hydrants. Such hydrants are generally not within the building site and are not covered by Part B5 of the Building Regulations 2010 as supported by Secretary of State Guidance "Approved Document</p>

	<p>B”.</p> <p>In respect of Regulation 122 of the CIL Regulations 2010 the planning obligations sought from this proposal are:</p> <p>(i) Necessary to make the development acceptable in planning terms.</p> <p>Recognition that contributions should be made to mitigate the impact of development are set out in planning related policy documents. The NPPF states “Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Conditions cannot be used cover the payment of financial contributions to mitigate the impact of a development (Circular 11/95: Use of conditions in planning permission, paragraph 83).</p> <p>All developments must be adequately served by fire hydrants in the event of fire. The County Council as the Statutory Fire Authority has a duty to ensure fire fighting facilities are provided on new developments. The requirements for fire hydrant provision are set out with the Toolkit at paragraph 12.33 and 12.34 (page 22).</p> <p>(ii) Directly related to the development;</p> <p>Only those fire hydrants required to provide the necessary water supplies for fire fighting purposes to serve the proposed development are sought to be provided by the developer. The location and number of fire hydrants sought will be directly linked to the water scheme designed for this proposal.</p> <p>(iii) Fairly and reasonable related in scale and kind to the development.</p> <p>Only those fire hydrants required to provide the necessary water supplies for fire fighting purposes to serve the proposed development are sought to be provided by the developer. The location and number of fire hydrants sought will be directly linked to the water scheme designed for this proposal.</p> <p>I would be grateful if you would keep me informed about the progress of this application so that either instructions for a planning obligation can be given promptly if your authority if minded to grant consent or, in the event of an appeal, information can be submitted in support of the requested provision.</p>
Thames Water	<p>Waste Comments</p> <p>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</p>

	<p>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</p> <p>Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided</p> <p>As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes.</p> <p>Water Comments There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, 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</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>
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Appendix 2

Neighbour notification - Amended scheme

Address	
RED TILES, HEMP LANE	Thoughts on the latest (October 2018) plans for the site of Amberley, Hemp Lane.
17/10/2018	- Three houses are better than the 4 originally proposed but it

	<p>still represents significant over-development of a site within a village which is situated in an area of outstanding natural beauty.</p> <ul style="list-style-type: none"> - The application form states that it is to replace a single four bedroom bungalow. In fact it is only a two bedroom bungalow with a room in the loft. This is at best an error. A more cynical person might have thought it a ruse to confuse people in thinking that they are only increasing the number of bedrooms by 300% rather than the reality of 400%. - The car ports/garages in the front of the plots are a significant and unwarranted deviation from the building line and would be an unsightly presence in the view from our property as well as changing the character of Hemp Lane from a rural lane to one of a much more urban aspect. - Three houses on the one plot with a single access point will alter the whole character of the rural lane that currently exists. - Plot 3, the house nearest to ours, is already 1 metre further forward and extends some 6m+ beyond ours at the rear. This will be a significant visual intrusion and would also curtail the visible sunlight particularly in the later part of the year when the sun is so much lower. - The excavation to lower the height of the houses by 1 metre would mean slightly less of a visual intrusion for the properties on the opposite side of the lane. However, this causes us concern about what would happen to the ground on that side of our property which would then be significantly higher than the level in Amberley. The same would also be true for the driveway leading to The Orchard. This could also lead to flooding of the properties replacing Amberley and at times of heavy rain, when the lane already fails to cope, additional floodwater down Hemp Lane. - Because of all of the points above we believe that the Council should refuse this application.
<p>PROSPECT HOUSE, HEMP LANE, WIGGINTON, TRING, HP23 6HF</p>	<p>Hemp Lane is a narrow road with a lot of traffic. This is not comprised of cars, but also large agricultural machinery, HGVs, delivery vans and horse boxes. There are many horses and riders and cyclists.</p> <p>There is no footpath on Hemp Lane making pedestrians vulnerable and this is a particularly difficult place to walk. It is narrow and near a bend where passing parked vehicles is already difficult.</p> <p>According to Dacorum Parking Standards, new residential development will be expected to accommodate all parking demand on site.</p> <p>We note that 'On site car parking via attached garages will be provided to alleviate the possibility of congestion in the area'. This is a naïve suggestion. It is probable that the occupants of these houses will own at least 2 vehicles (cars or vans) possibly many more even if visitor parking is ignored. This also envisages that owners will actually park their vehicles in their garages!</p> <p>Vehicles reversing onto Hemp Lane already constitute a hazard. It is hard to see how vehicles parked on the site will be able to do other than this. Although the 'Site and Block Plans' appear to show a shared area in front of the existing access to</p>

	<p>Amberley, we believe that the reality of the situation will be that this is inadequate to provide reliable turning space even for small cars.</p> <p>We urge that these plans be re-considered as we believe that the development constitutes a significant traffic hazard within the area.</p>
<p>CHILTERN COTTAGE,HEMP LANE, 8/10/2018</p>	<p>I object to the proposed development as it is definitely going to be a over development. Having lived on hemp lane for over 30 years I am totally aware of how dangerous the section of hemp lane is near the proposed development. Using the road on a daily basis for walking dogs , cycling and driving it would be dangerous having the volume of traffic entering and leaving the site on a daily basis and the village being an area of outstanding natural beauty this development would detract the feeling of a country lane . Allso the current structure of the sewage and water systems are not capable of coping with a larger volume of properties as the developer is proposing. I think it is vital that this development is refused or the flood gates will be open for every one on hemp lane to knock there properties down and build 3 or 4 properties take the profit and run .</p>
<p>COURTWYCKS,HEMP LANE,WIGGINTON,TRING, HP23 6HE</p>	<p>I am not in support of the three houses proposed in the redevelopment of Amberely ,Hemp Lane as I feel it is over development .These properties can not be viewed as affordable housing as in Hemp Lane each proposed property will sell for well over one million pounds.My main concern however is over the parking for three properties and their guests. I feel there is not enough parking and turning room for cars at the proposed development . I have had many near accidents walking my children to school up Hemp Lane due to cars parked in the road and I feel very strongly that this problem will get much worse if the development of three properties was to be passed . I would support the development of one property and I feel that Little Orchard in Hemp Lane is a prime example of how redevelopment can work . This is respectful in terms of parking,size,and is aesthetically pleasing. Properties need ample parking ,at least one space per bedroom and room to turn before leaving the property and entering Hemp Lane ,as Hemp Lane is a fast road with limited viability and reversing out is dangerous.</p>

27 Goaters Road - Support

Original Submission

Address	
<p>RED TILES,HEMP LANE 4/05/2018</p>	<p>We feel that this is an unacceptable level of over-development of the site and the building density is not in keeping with the rest of Hemp Lane which are, with the exception of a few Rothschild-built semis at the top of the lane, all single properties in their own plots.</p> <p>When our property was extended in the early 1990s the planning department insisted that we provided a turning facility</p>

	<p>as a condition of planning approval for safety considerations because of the nature of the lane. Given the build density proposed for this site this will prove very difficult if not impossible.</p> <p>The plans provide for 2 cars per house. In reality with 4 4-bedroom homes this will exceed 3-4 cars per household. This will result in on-street parking on a lane not designed to cater for this with limited visibility and would cause access and problems to neighbours. Plus we have large agricultural vehicles and horse boxes needing access.</p> <p>I have emailed Amy in more detail.</p>
<p>PROSPECT HOUSE, HEMP LANE</p>	<p>Hemp Lane is a narrow road with a lot of traffic. This is not comprised of cars, but also large agricultural machinery, HGVs, delivery vans and horse boxes. There are many horses and riders and cyclists.</p> <p>There is no footpath on Hemp Lane making pedestrians vulnerable and this is a particularly difficult place to walk. It is narrow and near a bend where passing parked vehicles is already difficult.</p> <p>According to Dacorum Parking Standards, new residential development will be expected to accommodate all parking demand on site.</p> <p>We note that 'On site car parking via attached garages will be provided to alleviate the possibility of congestion in the area'. This is a naïve suggestion. It is probable that the occupants of these houses will own at least 2 vehicles (cars or vans) possibly many more even if visitor parking is ignored. This also envisages that owners will actually park their vehicles in their garages!</p> <p>Vehicles reversing onto Hemp Lane already constitute a hazard. It is hard to see how vehicles parked on the site will be able to do other than this. Although the 'Site and Block Plans' appear to show a shared area in front of the existing access to Amberley, we believe that the reality of the situation will be that this is inadequate to provide reliable turning space even for small cars.</p> <p>We urge that these plans be re-considered as we believe that the development constitutes a significant traffic hazard within the area.</p>
<p>87 Hemp Lane</p>	<p>Having studied this proposal on your web-site, I have made repeated attempts to record my comments on line, which have been frustrated by your software's refusal to allow me to log in. I am left with no alternative but to comment to you directly and ask you kindly to make sure that my comments are considered before this proposal goes, as in my view it certainly should, before the Planning and Development Control committee. I have been a resident of Hemp Lane for more than 20 years and wish to record my strong objection to the above development proposal.</p> <p>I am surprised that this proposal has not, according to the web-site information, been the subject of any other comment and can only assume that this is because my fellow residents of Wigginton are unaware of this proposal or have not recognised the damage to their AONB environment which would be caused</p>

	<p>by the proposed demolition of a perfectly serviceable single - storey dwelling and its replacement by TWO large multi-storey new build blocks providing 4 housing units on a site already some metres higher than the level of the lane from which access is intended to be provided .</p> <p>The sheer scale ,design and location of the proposed new buildings would have a damaging visual impact on the present tranquil environment of a country lane within a rural and AONB protected village and would certainly cause increased congestion and risk of accident to users including walkers,cyclists and horse-riders as well as residents of Hemp Lane and others needing vehicle access .</p> <p>Three recent demolitions of existing dwellings followed by large and in some cases towering new -build multi-storey replacements have already introduced some change in the architectural environment of parts of Hemp lane which otherwise largely dates from early to mid20th century buildings, many of which were single storey or low-rise . The present proposal appears to rely on these precedents and seeks to promote acceptance of further development of a scale which is already damaging the rural character of parts of this lane towards one ,which is more typical of suburban areas , as being justified by the potential to provide 3 new additional housing units.</p> <p>The suggestion that the design of these large units will "complement and fit in with existing buildings in the area" is completely unrealistic and appears to be merely an attempt ,by misrepresentation, to justify a proposal clearly motivated by a desire to squeeze maximum profit for the developer from this site, and an attempt which could well mislead anyone who is not familiar with the existing environment of the proposed development site.</p> <p>I believe that scale ,design and location of the proposal which is the subject of this application if approved could damage its intended environment and that for that reason it should be refused .</p>
<p>CHILTERN COTTAGE,HEMP LANE,WIGGINTON,TRING, HP23 6HF</p>	<p>I object to the proposed development as it is definitely going to be a over development. Having lived on hemp lane for over 30 years I am totally aware of how dangerous the section of hemp lane is near the proposed development. Using the road on a daily basis for walking dogs , cycling and driving it would be dangerous having the volume of traffic entering and leaving the site on a daily basis and the village being an area of outstanding natural beauty this development would detract the feeling of a country lane . Allso the current structure of the sewage and water systems are not capable of coping with a larger volume of properties as the developer is proposing. I think it is vital that this development is refused or the flood gates will be open for every one on hemp lane to knock there properties down and build 3 or 4 properties take the profit and run .</p>
<p>Hadleigh, Hemp Lane</p>	<p>I wish to object to the plans submitted under the planning</p>

	<p>application reference 4/00871/18/FUL for the following reasons;</p> <ul style="list-style-type: none"> • Lack of detail noted within the plans. The bungalow itself is elevated from the road level, which is considered ground, by approximately 2 meters. The plans fail to specify the height of the proposed builds in relation to ground level and therefore it not possible to ascertain a true comparison to neighbouring properties. • Lack of due diligence. I do not believe that true due diligence has been carried out to quantify the impact of four houses / four families against the infrastructure that Hemp Lane is able to provide. <ul style="list-style-type: none"> o Hemp Lane is notorious for its antiquated drainage system which often causes flooding. I believe the plan specifies 5 toilets facilities per household. o The properties could exceed 3 / 4 cars per household adding additional traffic to a road that is used by local family residence to walk children to the local school. <p>If Dacorum are wanting to increase the number of properties on Hemp Lane then they should consider taking a long term view and invest in the necessary infrastructure before any developments of this type are authorized.</p> <ul style="list-style-type: none"> • Non-Compliance. All recent developments have conformed to your policy CS6 – and a property demolished has been replaced with a single dwelling with the benefit of the local community, or affordable housing. The proposed plans are for developments that do not meet these criteria. <p>I feel that the plans have been drawn-up in isolation with no consideration of the actual area of where the developments are proposed, the objective of which is to maximize profit at the detrimental cost to its rural heritage and local / long standing residence.</p>
<p>COURTWYCKS,HEMP LANE,WIGGINTON,TRING, HP23 6HE</p>	<p>i am not in support of the three houses proposed in the redevelopment of Amberely ,Hemp Lane as I feel it is over development .These properties can not be viewed as affordable housing as in Hemp Lane each proposed property will sell for well over one million pounds.My main concern however is over the parking for three properties and their guests. I feel there is not enough parking and turning room for cars at the proposed development . I have had many near accidents walking my children to school up Hemp Lane due to cars parked in the road and I feel very strongly that this problem will get much worse if the development of three properties was to be passed . I would support the development of one property and I feel that Little Orchard in Hemp Lane is a prime example of how redevelopment can work . This is respectful in terms of parking,size,and is aesthetically pleasing. Properties need ample parking ,at least one space per bedroom and room to turn before leaving the property and entering Hemp Lane ,as Hemp Lane is a fast road with limited viability and reversing out is dangerous.</p>
<p>Avalon</p>	<p>The height and number of dwellings will overpower the surrounding houses and be a significant visual intrusion - there are no other 3-storey properties in the vicinity.</p> <p>Having dwellings built immediately opposite at such an elevated level will produce a significant loss of privacy as all front rooms</p>

	<p>will look directly over Avalon.</p> <p>The plans show that little parking has been allocated for the properties and as a result for families with more than one car a considerable amount of reversing/moving of vehicles will be required. This will result in noise and disturbance and will impact on the existing quiet location of Avalon and its neighbours.</p> <p>As inadequate parking has been allocated for these dwellings, cars may well be parked on the lane - this gives rise to poor and very restricted vision when exiting from Avalon and neighbouring properties. Also, it will cause considerable problems for refuse collection, delivery lorries and farm vehicles as Hemp Lane is narrow. Hemp Lane is also a well used cycle route and cars parked on this stretch could result in accidents.</p> <p>In addition to the above concerns/objections I wish to stress that the plan for semi-detached dwellings so close to the road is completely out of character with the rest of the properties in the lane where they all lie a considerable distance from the kerb and are all detached.</p>
TY-Gwyn	<p>As a long term owner/occupier, having lived exactly opposite the bungalow in question for 45 years I would like to make a formal objection to the proposed development at Amberley, Hemp Lane, Wigginton.</p> <p>I would like to make the following points</p> <p>1 There are no semi detached houses in Hemp Lane apart from the historic Rothschild cottages built many, many years ago at the top of the hill. To build at that density is excessive for the site and will be overbearing and out of character with the existing pattern of well separated dwellings. Hemp Lane has always had a policy of one for one replacement. How can this policy suddenly be thrown to the winds? If four houses are built, the banks and hedges will be damaged plunging the lane into a suburb.</p> <p>2 . Hemp Lane has a very rural character with green banks of wild flowers. The hedgerow in question is an ancient one and therefore most valuable in the light of the Country Code. This means it has greater variety of wildlife in it, and also the nests of the birds, which are always considered as the hedge is not cut in the nesting season. It should not be lost or shortened.</p> <p>3. This proposed plan will have an adverse impact on the highway network .Four houses on that plot will mean at least an extra eight cars; they cannot be left in the lane and to have eight cars in and out of there will overload the traffic in the lane. This will lead to a paring away of the banks as traffic cuts into them when it squeezes past. Other people who have recently changed their drives, were forced to incorporate turning space within their grounds thus enabling them to drive out forwards as a Health and Safety issue.</p> <p>Although it appears on the plans that parking space is provided, this is not easily accessible and will be largely ignored during</p>

	<p>the day when folk are in and out in a hurry, thus leaving their vehicles in the narrow road. This will mean that drivers from Ty Gwyn and Chedworth will have great difficulty and may be in danger when exiting or entering their properties.</p> <p>4. The sweep of the land is such that it will be ruined if such a large block of building is put up high, dominating the skyline and landscape. Amberley is built high up on the crown of its plot . It is already built on a platform 6ft above my house so if the new houses are built on that level I shall have a three storey building built above my ground floor giving the appearance of being dwarfed by a four storey block of flats. As the plan is to develop right across the plot this will seem enormous and overpowering.. The only solution would be to dig down to road level and start building there, but huge complications would arise with a massive removal of earth, retaining walls to hold up the meadow belonging to The Orchard , a wall to hold up their drive, and a wall to retain Red Tiles. Also at risk would be the trees as their roots would have been severed. With such a large block, the character of this delightful lane will be eroded for ever.</p> <p>In conclusion, this plan is just too wide, too high, too big, far too enormous and of too great a density for the plot as it stands. I urge you not just to check this on a paper plan or a computercome to Hemp Lane and see for yourselves how such a density will totally destroy this corner of Hertfordshire Countryside for all time.</p>
The Orchard	<p>As the owners of The Orchard, the site of which wraps around the west and north boundaries of Amberley, we wish to object to this application for the following reasons:</p> <p>It is acknowledged that the site is within the designated boundary of the village of Wigginton where Core Strategy Policy CS6 applies. However, the proposal is contrary to this policy the purposes of which are misrepresented in the Planning Statement. The policy only allows for “limited infilling” where this is for affordable housing for local people. The text that forms part of the policy states that:</p> <p>“Infilling is defined as 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.... Infilling will only be permitted where it is limited in scale; the housing is affordable and it meets the needs of local people. The term ‘limited’ refers to development which does not create more than two extra dwellings. The term ‘affordable’ is defined in accordance with national guidance”</p> <ul style="list-style-type: none"> • The proposed development fails all these tests. The site is not within a gap along a clearly identifiable built-up frontage, as The Orchard is set back a considerable distance from Hemp Lane and the frontage is open and undeveloped. Beyond the site of The Orchard is the Church of St Bartholomew’s, which is similarly set back from the road frontage.

- The development is for four large semi-detached houses and could not be described as limited in scale, which is defined in the policy as a maximum of two houses.
- The development is not for affordable housing.

Furthermore, Policy CS6 requires each development to:

***“i. be sympathetic to its surroundings, including the adjoining countryside, in terms of local character, design, scale, landscaping and visual impact; and
ii. retain and protect features essential to the character and appearance of the village.”***

The proposed development is not sympathetic to its surroundings. The surroundings are spacious and semi-rural in character. The proposed development extends to within 1m of each boundary with only a 1m gap between the houses. The design of the houses is inelegant. Their excessive depth and bulk is demonstrated by the need to incorporate crown roofs to accommodate a third storey in an area where single and two-storey development predominate.

No topographical survey is included with the application documentation. The site slopes down from west to east and from north to south; the topography is completely ignored, as are all the existing hedging and trees within the site. Owing to the topography of the area the ridge of the present bungalow at Amberley is already higher than that of Red Tiles to the east; and Red Tiles is a two-storey dwelling. Therefore, the height of the proposed 3-storey dwellings, which will extend up to the boundary with Red Tiles, will be considerably taller. No street elevation is provided to demonstrate this relationship which will be completely out of character. Additionally, and reflecting the topography, the rear gardens of the proposed development are either less than or only marginally longer than the 11.5m length required by the Development Plan. They will be excessively steep or will require undeclared retaining walls. The information provided with the application, which suggests a flat plot, is inadequate and deliberately misleading.

Only two parking spaces are provided per dwelling, which includes an integral garage. Parking on Hemp Lane is almost impossible due to its narrow width. Two spaces per dwelling is completely inadequate at this location for four-bedroom dwellings and falls below the maximum parking standard of 3 spaces per dwelling. As the absence of sufficient parking is likely to result in highway danger due to cars being parked on Hemp Lane the maximum standard should be met. Also, the visibility at the access is not good and no visibility splays are shown on the submitted plans. If they were it would demonstrate that the only way of providing a safe access would be to remove the existing hedging at the frontage of the site, which is shown as being beyond the applicant's control. If this hedging were to be removed it would severely harm the semi-rural character of the area and radically change the appearance of the Amberley site relative to other frontages.

	<p>The setting of The Orchard, a grade II listed building, has been ignored in the Planning Statement accompanying the application. The application drawings fail to demonstrate how the setting and views from and of The Orchard will be affected by the proposed development. The cramped, bulky development of the site proposed will not preserve its setting and that the inappropriate crown roof form of the buildings will be harmful to the character and appearance of the areas as well as the setting of The Orchard.</p> <p>In summary the proposal is contrary to local plan policy. As such it cannot be claimed to be a sustainable form of development and the presumption in favour of sustainable development enshrined within the NPPF is not activated and cannot be relied upon to justify the residential development of this site. While it is acknowledged that the existing bungalow could be redeveloped within policy as a replacement building, the NPPF makes it clear that replacement buildings that are materially larger than the ones they replace is an inappropriate form of development in Green Belt. No special circumstances have been advanced or exist that would justify the current application proposal.</p>
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