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| 4/00177/19/FUL | CONSTRUCTION OF 1 X ONE-BEDROOM DWELLING TO THE SIDE OF 8 PARKFIELD. (AMENDED SCHEME). |
| Site Address | ADJACENT TO 8 PARKFIELD, MARKYATE, ST ALBANS, AL3 8RD |
| Applicant | Mr & Mrs Greer, 8 Parkfield |
| Case Officer | Rachel Marber |
| Referral to Committee | Contrary views of Markyate Parish Council |

1. Recommendation

1.1 That planning permission be **GRANTED**

1. Recommendation

2. Summary

2.1 The principle of residential development in this area is considered acceptable in accordance with the NPPF (2019), Policies CS1, CS2, CS4 and CS17 of the Core Strategy (2013) and Saved Policy 10 of the Local Plan (2004). The proposal has also been assessed in terms of its impact on the character of the area, on the living conditions of the occupants of surrounding units and on other relevant material considerations. The application is considered policy compliant in these regards.

3. Site Description

3.1 The application site is located in a residential area of the large village of Markyate. It is located to the west side of Parkfield, which is situated on a corner plot within the street scene. The site forms a semi-detached dwellinghouse to which the application site concerns the side curtilage.

3.2 The immediate street scene is characterised by groups of similarly designed semi-detached and terraced dwellinghouses, with several properties of different appearance immediately opposite the application site.

4. Proposal

4.1 The application seeks permission for the construction of a new 1 bed dwelling with associated off street parking attached to the side of the existing property.

4.2 The previous planning application (withdrawn) sought a new dwelling to the rear of the site with parking to the side of the existing property. The scheme has now been altered to form the new property in line with Nos.6 and 8 Parkfield and to have the standard arrangement of parking to the front and a garden extending to the rear in line with the property.

5. Relevant Planning History

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|----------------|--|
| 4/00841/18/FUL | CONSTRUCTION OF ONE DETACHED TWO BEDROOM DWELLING TO THE REAR OF 8 PARKFIELD. Withdrawn 07/06/2018 |
| 4/01828/00/ | TWO STOREY SIDE AND SINGLE STOREY FRONT EXTENSIONS Granted 10/01/2001 |

6. Policies

6.1 National Policy Guidance

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

6.2 Adopted Core Strategy (2013)

NP1- Supporting Development
CS1- Distribution of Development
CS2 - Selection of Development Sites
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
CS29 - Sustainable Design and Construction

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 51 - Development and Transport Impacts
Policy 58 - Private Parking Provision
Policy 99 - Preservation of Trees, Hedgerows and Woodlands
Policy 100 - Tree and Woodland Planting
Appendix 3 - Gardens and Amenity Space
Appendix 5 - Parking Provision

Supplementary Planning Guidance / Documents

Markyate Urban Design Assessment (updated 2010)

7. Constraints

Established residential area of Markyate

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

9.1 Main issues

The main issues to consider are:

- Policy and Principle
- Impact on Street Scene
- Impact on Residential Amenity
- Impact on Trees and Landscaping
- Impact on Highway Safety
- Consultation Response

9.2 Policy and Principle

9.2.1 The application site is a windfall site located within the residential large village of Markyate. 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.

9.2.2 Overarching Policies CS1 and CS4 of the Core Strategy (2013) supports developments within towns and large villages. Decisions on the scale and location of development are made in accordance with the settlement hierarchy outlined in Table 1. Markyate is identified as an area of development restraint where the rural character is to be retained and the settlements to keep their individual identities. The large villages will accommodate new development for housing that is of a scale commensurate with the size of the settlement and the range of local services and facilities; helps to maintain the vitality and viability of the settlement and the surrounding countryside and causes no damage to the existing character of the settlement or its adjoining

countryside.

9.2.3 Furthermore, the National Planning Policy Framework (NPPF) and Policy CS2 of the Core Strategy (2013) 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.

9.2.4 Taking all of the above into account, the proposal would make a small, but 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 on a brownfield site and contribute to Dacorum housing targets, the principle of development is acceptable in accordance with the NPPF (2019), Policies, CS1, CS2, CS4 and CS17 of the Core Strategy (2013) and Saved Policy 10 of the Local Plan (2004).

9.3 Impact on Street Scene

9.3.1 Paragraph 127 of the NPPF (2019) 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).

9.3.2 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.'

9.3.3 Core Strategy (2013) Policies CS10, CS11 and CS12 highlight the importance of high quality sustainable design in improving the character and quality of an area; seeking to ensure that developments are in keeping with the surrounding area in terms of size, mass, height and appearance. This guidance is reiterated in the Saved Local Plan (2004) Policies of 10, 18, 21 and Appendix 3.

9.3.4 The application site is located within the semi-rural zone where in accordance with the Markyate Urban Design Assessment the semi-rural zone should provide quality low-rise, medium density housing which accentuates the existing street morphology and topography. New development should be semi-detached or terraced dwellings with a maximum two storey height. The recommended densities should generally be medium to high density (40-60 dwellings per hectare). Much of this enhanced density would be gained by reducing the plot size and rear garden area.

9.3.5 The application site comprises the side curtilage of No. 8 Parkfield Road, which slopes southwards, following the gradient of the street scene. More recent infill

developments are evident opposite the application site such as, 7a Parkfield Road (4/00354/02/FUL).

9.3.6 The new unit would form the end of the terrace row encompassing Nos. 6 & 8 Parkfield Road. Terrace units are characteristic of the street scene. The proposed new dwelling would have the same gable roof form and pitch as the adjacent pair of semi-detached properties to which it would adjoin. The proposed width of the new dwelling, fenestration proportions and architectural detailing would also be similar to that of other properties within the street scene. Although, the new unit would appear smaller in width than the neighbouring semi-detached pairs (3.65 metres vs average 5.5 metres), it is not considered that in terms of design and appearance the proposed dwelling would appear overtly incongruous within the street scene.

9.3.7 Integration of the development within the street scene would also be assisted through the retention of boundary planting and landscaping to maintain the verdant aspect characteristic of the area; this is evident within the submitted street scene drawing.

9.3.8 The new dwelling would maintain the build line of No.8 Parkfield Road and the front elevation of the property would be orientated towards this street scene. The new dwelling would be built immediately adjacent to the side boundary line. However, due to the 6.7 metre wide grass verge which creates a soft edge to the corner of the street scene, the open, verdant aspect character of the area would be retained.

9.3.9 The new unit would utilise the existing parking area and a new double bay parking area would be created for the existing dwelling. A raised parking area would be created given the change in land levels. Many properties within the immediate street scene feature hardstanding front garden and therefore the loss of the front garden is not considered to be incongruous within the immediate street scene.

9.3.10 It is therefore considered that the architectural style and spatial form of a proposed new dwelling would not result in a detrimental impact upon the visual amenity or built form of the street scene.

9.4 Impact on Residential Amenity

9.4.1 The NPPF (2019) 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.

9.4.2 The new unit would not breach the 45 degree line from the rear of front habitable windows of No.8 Parkfield Road. The new unit would also be located approximately 26

metres away from the flank elevation of No.10 Parkfield and front elevation of Nos. 15 and 13 Parkfield Road. These separation distances are considered more than acceptable. A 22 metre approximate separation distance would also be retained to the front elevation of properties Nos. 7 and 7a Parkfield, which is also considered an acceptable relationship between properties across a street. As such, it is not considered that the proposal would result in a significant loss of daylight or outlook to neighbouring residents.

9.4.3 No loss of privacy is considered to result from the proposed new dwelling due to the absence of any flank elevation windows in the proposals.

9.4.4 Turning to the living conditions the proposal would afford future residents. Sufficient levels of sunlight and outlook would be achieved to internal habitable rooms. A 19 metre deep garden would serve the new unit which would meet the 11.5 metre deep external amenity standard outlined in Saved Appendix 3 of the Local Plan (2004).

9.4.5 Overall, the proposed new unit would not detrimentally impact the residential amenity of neighbouring properties, or future occupiers.

9.5 Impact on Trees and Landscaping

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

9.5.2 The application would result in the removal of one tree within the site. This tree is considered of low visual amenity and Trees and Woodlands have not raised an objection to its removal. The proposal also seeks to plant a replacement tree. The south boundary hedge would be retained as part of the proposal, which is considered an important feature of the immediate area. A new 1.8 metre high close boarded wooden fence would border the site boundary which is considered appropriate. Multi-coloured block paviors would be used for the hard surfacing of the parking area. The proposed hard and soft landscaping is considered acceptable.

9.6 Impact on Highway Safety

9.6.1 Policy CS12 of the Core Strategy (2013) seeks to ensure developments have sufficient parking provision. Paragraph 105 of the NPPF (2019) 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.

9.6.2 The application seeks permission for a new one bed dwelling which would require 1.25 parking spaces. The proposed dwelling would utilise the existing parking area which would provide sufficient provision to accommodate 1 car. A new two bay parking area would be created to serve the existing property. The existing property is a three bedroom house which would require 2.25 off street parking spaces. Therefore, off street parking provision for both properties would fall 0.5 spaces short of maximum standard. There is also on street parking provision available and the application site is a 5 minute walk away from Markyate high street. This level of off street parking provision is therefore considered acceptable.

9.6.3 Hertfordshire Highways were consulted on the new vehicle crossover and concluded that the proposal would not have a severe residual impact on the safety and operation of the adjoining highway.

9.6.4 Due to Highways raising no objection and satisfactory level off street parking provision, the proposed development would not result in significant impact to the safety and operation of adjacent highway.

9.7 Consultation Response

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

- *Loss of privacy*- The proposed dwelling would retain sufficient separation distances to adjacent properties so as not to result in a loss of privacy to neighbouring residents. Further no flank elevation windows are proposed and first floor rear windows would be obscure glazed.
- *Child Health and Safety* - A violation of children rights and the rights of their families under Article 8 of the European Convention on Human Rights as incorporated by the Human Rights Act 1998 must be taken into consideration when determining a planning application. Each case is judged on its own merits. In this instance the proposal is not considered to result in a significant contravention of human rights, the disruption caused during the construction of the new unit would be marginal and temporary. No loss of privacy or significantly further noise disturbance would result from one additional unit. An informative has been attached to the grant permission outlining Environmental Health set construction hours. This will allow the LPA to ensure construction methods cause the least amount of noise and disruption possible.
- *Loss of sunlight* – No loss of sunlight to neighbouring residents would result from the proposed new dwelling due to large separation distances to surrounding properties and orientation of the application site, which is not southwards facing.
- *Additional noise and disturbance* – One additional dwelling would not result in significant increase in noise and disturbance to the local area.
- *Lack of parking in area* - this has been address within the Impact of Highway

Safety and Parking Provision section.

- **Overdevelopment-** Overdevelopment is the amount of development that is excessive in terms of demands on infrastructure and services, or impact on local amenity and character. Over development can therefore be assessed by way of parking provision, external amenity space and separation distances of the proposed development to site boundaries. In accordance with the above assessment, the proposal complies with policy in this regard and therefore would not constitute overdevelopment. The density of the scheme would be 50 dwellings per hectare; this is in-line with national and local policy guidance which seeks to maximum site density and the Markyate Urban Design Assessment (2010) for the area in which the application site sits.
- **Out of character with area** – This has be addressed within the Impact on Street Scene section.

10. Conclusions

10.1 The principle of residential development in this area is considered acceptable in accordance with the NPPF (2019), Policies CS1, CS2, CS4 and CS17 of the Core Strategy (2013) and Saved Policy 10 of the Local Plan (2004). The proposal has also been assessed in terms of its impact on the character of the area, on the living conditions of the occupants of surrounding units and on other relevant material considerations. The application is considered policy compliant in these regards.

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

Conditions

| No | Condition |
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| 1 | <p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p><u>Reason:</u> 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>100 Rev A 101 Rev A Design and Access Statement</p> <p><u>Reason:</u> For the avoidance of doubt and in the interests of proper planning.</p> |
| 3 | <p>The materials to be used in the construction of the external surfaces of the dwelling hereby permitted shall match in size, colour and texture those used on the existing building, as detailed in the submitted application form.</p> |

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| | <p><u>Reason:</u> To ensure a satisfactory appearance to the development; in accordance with Policy CS12 of the Core Strategy (2013).</p> |
| 4 | <p>The window at first floor level in the rear elevation of the dwelling hereby permitted shall be permanently fitted with obscured glass.</p> <p><u>Reason:</u> In the interests of the residential amenities of the occupants of the adjacent dwellings and application site; in accordance with Policy CS12 of the Core Strategy (2013).</p> |
| 5 | <p>Prior to occupation of the dwelling hereby permitted details of new tree planting works shown on plan ref: 100 Rev A shall have been submitted to and approved in writing by the Local Planning Authority. These details shall include details of species, plant sizes and proposed numbers/densities where appropriate.</p> <p>Planting works should be carried out prior to occupation of the dwelling permitted.</p> <p>Any trees, hedges or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.</p> <p><u>Reason:</u> To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area; in accordance with Policy CS12 of the Core Strategy (2013).</p> <p><u>Article 35 Statement</u></p> <p>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.</p> |

Appendix A

Consultation responses

Building Control

Part M access to and use of building

- Note/specification mentions threshold, steps & handrail , but there is no disable WC on the ground floor which is a requirement.

Herts Property

Hertfordshire County Council's Growth & Infrastructure Unit do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within **Dacorum's CIL Zone 3** 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.

I trust the above is of assistance if you require any further information please contact me or the planning obligations team (growth@hertfordshire.gov.uk).

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:

CONDITIONS:

1. Prior to the commencement of the use hereby permitted the proposed onsite car parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking area, in the interests of highway safety.

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

Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use.

3. Prior to first use, pedestrian visibility splays of 2m x 2m shall be provided, and thereafter maintained, on both sides of the new vehicle crossover, within which there shall be no obstruction to visibility between 0.6m and 2m above the carriageway.

Reason: In the interest of highway safety.

The Highway Authority would ask that the following note to the applicant be appended to any consent issued by the local planning authority:-

INFORMATIVES:

1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus

stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- <https://www.hertfordshire.gov.uk/droppedkerbs/>

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

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

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

COMMENTS

This application is for Construction of 1 x one-bedroom dwelling to the rear of 8 Parkfield. (amended scheme).

PARKING

The proposal is to create two new parking spaces in the front garden for the existing house, while the proposed new property will use the existing parking space. I notice from the drawing supplied that the measurements of 2.4 x 4.8 for minimum parking space size have been met.

ACCESS

The new parking spaces will require a new double vxo, while the existing vxo will be used by the proposed new property. The maximum size for a double width VXO is 7.2m (6 standard kerbs plus two dropped kerbs). I notice that there are a number of utility covers in the footpath in the vicinity of the proposed new vxo. The applicant should be advised that if these require alteration to facilitate the construction of the

new vx0, this will likely be at the applicant's cost. Parkfield is an unclassified local access road with a speed limit of 30 mph, so vehicles are not required to enter and exit the site in forward gear.

CONCLUSION

Hertfordshire County Council as Highway Authority considers the proposal would not have a severe residual impact on the safety and operation of the adjoining highways, subject to the conditions and informative notes above.

Trees and Woodlands

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

Markyate Parish Council

Objection

As stated in our previous objection, this is an over-development of site. Very little amendments have been made from the original plan.

Appendix B

Neighbour notification/site notice responses

Objections

| Address | Comments |
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| 10 PARKFIELD,MARKYATE ,ST ALBANS,,AL3 8RD | I would like to object to this property being built, it is an intimidation of privacy from my own property which is 10 parkfield, I have children in my property with learning needs and server anxiety to have this property outside there back door is not fair on their emotional well being, adding this property will also add to relevant parking issues upon the street as well. Having this property put at the bottom of 8 parkfield garden will also block sunlight to my property.. it will also add added noise pollution to my housing area being that close to my properties back entrance. |
| 10 PARKFIELD,MARKYATE ,ST ALBANS,,AL3 8RD | I object to this property being agreed due to the following it will block sun light to my property 10 parkfield, it will take up a extra parking space when parking is already over stretched in this area. The plans that have been submitted are false as it states there is parking opposite 10 parkfield when in fact there isn't any parking there. |
| 10 PARKFIELD,MARKYATE ,ST ALBANS,,AL3 8RD | Re looking at the plans are the exsisting parking space marked out by number 10 is that classified as driveways? |

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| <p>15 PARKFIELD,MARKYATE ,ST ALBANS,,AL3 8RB</p> | <p>The proposed development does not protect or enhance the local environment and amounts to infilling, cramming and overdevelopment. It does not respect the local context and street pattern of a village and so will alter the fabric of Parkfield. For example the scale and proportions of the surrounding houses and plots (See floor Plan). The development will therefore be out of character to the area and would be detriment to the local environment.</p> <p>Under the Human Rights Act, Britton VS SOS concluded that private and family life not only encompasses the home but also the surroundings. The council has a duty to allow a person to have the right to peaceful enjoyment of all their possessions which includes the home and other land.</p> <p>"A3.1 Proposals should be guided by the existing topographical features of the site and its immediate surroundings. They should respect the character of the surrounding area, and in particular there must be adequate space for the proposed development without creating a cramped appearance."</p> <p>Vehicle through traffic and limited parking is a particular issue in Parkfield and it affects the whole village with congestion and pollution. It compromises the health and safety of pedestrians and the environment. Markyate is a remote village, its infrastructure is very constrained with limited public transport links. Many people rely on cars which impacts the environment in a village that is surrounded by green belt land. This proposed development will increase car usage and parking. Only one off road parking space is provided and potentially the house could have two occupants each using a car, plus their visitors and deliveries. In addition, the proposed two vehicle off road parking area to the front of No 8 Parkfield will reduce the on road parking space therefore placing a burden on the already limited parking spaces in Parkfield.</p> |
| <p>15 PARKFIELD,MARKYATE ,ST ALBANS,,AL3 8RB</p> | <p>There has been confusion caused by the wrong wording of the application documents. I see this has now been amended in the title and states 'rear and 'adjacent' now. This has not helped people to fully consider the application. I have also reported to the planning department that I can not open up two of the application documents and I am awaiting emailed copies to arrive.</p> <p>I want to add that the residents of Parkfield have all been sent three letters over the years, including one end of last year, regarding parking problems in Parkfield. Two were</p> |

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| | from the council and one was from the local community police officer. |
| MARKYATE VILLAGE HALL,CAVENDISH ROAD,MARKYATE,ST ALBANS,AL3 8PS | As stated in our previous objection, this is an over-development of site. Very little amendments have been made from the original plan. |

Supporting

| Address | Comments |
|--|---|
| 8 PARKFIELD,MARKYATE ,ST ALBANS,,AL3 8RD | Dear No10 Please look at the revised plans, the house proposed is to be built next door to no8, the council incorrectly stated rear of, they have been told to amend it. The location of the property will be in line with 8 and not affect you in anyway. It will also have its own parking space, along with number 8 having spaces relocated in their own front garden. If you look at all the documents on the proposal it clearly states this. |

Commenting

| Address | Comments |
|---------|----------|
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