

<b>4/01713/19/FUL</b>	<b>DEMOLITION OF DWELLING &amp; CONSTRUCTION OF REPLACEMENT DWELLING INCLUDING REMOVAL OF IDENTIFIED SMALL SCALE TREES</b>
<b>Site Address</b>	<b>11 BARNCROFT ROAD, BERKHAMSTED, HP4 3NL</b>
<b>Applicant</b>	<b>Mrs T Perry &amp; Mr A Crane, 11 Barncroft Road</b>
<b>Case Officer</b>	<b>Will Collier</b>
<b>Referral to Committee</b>	<b>Contrary views of Berkhamsted Town Council</b>

## **1. Recommendation**

1.1 That planning permission be **GRANTED**.

## **2. Summary**

2.1 The proposal is for a replacement dwelling in the Shootersway area of Berkhamsted. It is considered to integrate with the character of the surrounding area and to cause no adverse impact on neighbouring properties. The proposal is therefore in accordance with Policy CS12 of the adopted Dacorum Borough Core Strategy and NPPF.

## **3. Site Description**

3.1 The site comprises detached bungalow on the western side of Barncroft road in a residential area (Shootersway BCA12 Character Area) on the southern edge of Berkhamsted within the development boundary. The surrounding area features a variety of mainly large detached dwellings in generous curtilages. The site has strongly landscaped boundaries and is broadly rectangular, with vehicular and pedestrian access gained via the drive to the east of the site on Barncroft Road. There is a detached garage forward of the existing property.

## **4. Proposal**

4.1 The application seeks planning permission to demolish the existing dwelling and replace with a two storey dwelling with attached garage and cycle storage forward of the front elevation.

4.2 The drawings have been amended during the application stage to replace first floor rear juliet balcony windows with conventional windows.

## **5. Relevant Planning History**

5.1 One planning application for alterations and additions granted permission in 1975.

## **6. Policies**

### **6.1 National Policy Guidance**

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

## 6.2 Adopted Core Strategy –

NP1 - Supporting Development  
CS1 - Distribution of Development  
CS2 - Selection of Development Sites  
CS4 - The Towns and Large Villages  
CS8 - Sustainable Transport  
CS9 - Management of Roads  
CS10 - Quality of settlement Design  
CS11 - Quality of Neighbourhood Design  
CS12 - Quality of Site Design

## 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 57 - Provision and Management of Parking  
Policy 58 - Private Parking Provision  
Policy 99 – Preservation of Trees, Hedgerows and Woodlands  
Policy 100 – Tree and Woodland Planting  
Appendix 3- Layout and Design of Residential Areas  
Appendix 5- Parking Provision

## 6.4 Supplementary Planning Guidance / Documents

Area Based Policies (May 2004) - Residential Character Area (Shootersway BCA12 Character Area)  
Accessibility Zones for the Application of Car Parking Standards (July 2002)  
Refuse Storage Guidance Note (2015)

## **7. Constraints**

- Residential Character Areas (Shootersway BCA12)
- Tree Preservation Orders
- SSSI Impact Risk Zone

## **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 The main policy issues in considering this application are:

- Principle of development
- Impact on the streetscene
- Impact on neighbouring properties
- Parking
- Trees
- Ecology

### Principle of development

9.2 The application site is located within a residential area of Berkhamsted and the Character Area BCA 12: Shootersway wherein the principle of residential development (including replacement dwellings) is acceptable subject to compliance with the relevant local and national planning policies.

### Impact on Street Scene

9.3 Policy CS12 of the Dacorum Borough Core Strategy requires a high standard of development in terms of, amongst others, its design, scale, site coverage and landscaping in context of its immediate neighbours and general views within the street scene. It also has to respect the general character of the area and avoid harm to neighbouring amenities.

9.4 Barncroft Road currently consists of dwellings of various sizes and styles, some single storey, some two storey; and there have been a number of planning applications for the redevelopment and in-fill development of various sites within the area. Whilst the majority of the buildings are set within substantial plots and thus appear highly spacious, there is no consistency in the distance in, around and between the dwellings. The existing bungalow (no. 11) is set back from Barncroft road with front driveway. The adjoining property south of the site (no. 9) is a two-storey dwelling and the adjoining property north of the site is a bungalow (no. 13).

9.5 In terms of impact on the streetscene, the proposal is considered acceptable. Although the replacement dwelling is higher than the existing property, it matches the height of next door at No. 9 and whilst the footprint is larger, this is due only to a single storey section at the southern end and a greater depth than the existing. The new dwelling follows the existing building line and the spacing around the property is in line with spacing of surrounding sites and the same building line is followed. Thus the height, massing, scale and siting of the development is considered appropriate to the area.

9.6 The existing bungalow has a detached garage with pitched roof forward of the property on the boundary with adjoining property No. 9. The proposal is to replace this with a garage attached to the house with a further attached cycle storage building. It is noted that concerns have been raised by neighbours about this part of the proposal appearing dominant in the streetscene. It is considered, however, that this is acceptable taking into account the following: (1) the garage replaces an existing garage on the same site, (2) No. 11 is set back from No. 9, therefore the large proportion of the garage is immediately to the side of No. 9 rather than forward of it, and (3) the cycle storage is subordinate in scale and height to the garage and set off the boundary. Thus on balance, despite having a greater height than the existing garage, this part of the proposal is considered acceptable.

## Effect on Amenity of Neighbours

9.7 Policy CS12 of the Core Strategy states that on each site, development should avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties.

9.8 With regard to privacy, the windows on the south elevation of the proposed dwelling opposite No. 9 are assessed not to lead to adverse loss of privacy, due to the boundary treatment and the only first floor window being obscure glazed (bathroom). On the north elevation opposite No. 13, however, it is considered the first floor windows would lead to significant overlooking into No. 13's garden, despite the tall trees on the boundary. It is thus recommended these windows should be conditioned to be obscure glazing. On the rear elevation, despite objections about loss of privacy to the rear of properties on Shootersway Park, it is considered this impact has been sufficiently mitigated by the amended proposal to replace the juliet balconies with conventional bedroom windows and furthermore it should be noted that the separation distance between these properties is over 30 metres.

9.9 With regard to impact on light at neighbouring properties, it is considered that the proposed two storey dwelling would result in some overshadowing into the garden of No. 13. However taking into account that this neighbouring property is approximately 14 metres away from the proposal, it is considered this impact is not sufficiently adverse to warrant refusal. Regarding the impact on No. 9 south of the site, there are ground floor windows on the side of No. 9; however, it is considered the proposal would not change the situation significantly in comparison to the impact of the existing garage on these windows. There is also a first floor window in the side of No. 9, however given the position of this window forward of the proposed dwelling and its distance from it, it is not assessed to be adversely affected. With regard to the impact on the rear of No. 9, it is noted that objections have raised concern about a 45-degree line being breached; however taking into account that the part of the dwelling that may breach this line is positioned north of No. 9 and single storey only, this is considered acceptable.

9.10 Considering the scale, height, siting and massing of the proposal, there are no concerns in terms of loss of outlook to neighbouring properties. The proposed front garage is of similar scale to the existing and although higher, it is not considered to cause significant more harm than the existing given its position to the side of No. 9. Furthermore the proposed cycle storage is set off the boundary and subordinate to the garage and is therefore not considered acceptable on balance.

9.11 It is therefore considered that the proposal would not cause an adverse loss of light, privacy or outlook to neighbouring properties.

## Parking

9.12 The Council's maximum parking standards are found in Appendix 5 of the Dacorum Local Plan. The proposed garage and driveway would meet the maximum requirements.

## TPO Trees

9.13 The site is covered by a blanket TPO dated 1953. Any trees planted after 1953 are, however, not protected. The proposal includes the felling of fruit trees in the rear garden and a Leland Cypress on the front boundary to Barncroft Road, which are not covered by the TPO. It is considered this is acceptable, given they are small trees with little amenity value.

9.14 The applicant has submitted a BS 5837:2012 Tree Survey with the planning application. A pre commencement condition is recommended for submission and approval of a tree protection plan following consultation with DBC Trees.

## Bats

9.15 The submitted bat report shows no bat activity was found.

## Community Infrastructure Levy (CIL)

9.16 Policy CS35 of the Core Strategy requires all developments to make appropriate contributions towards infrastructure required to support the development. The application is eligible for CIL funding.

## **10. Conclusions**

10.1 The proposed replacement dwelling is considered appropriate in scale, massing and design, thereby integrating with the character of the local area. Furthermore, it is assessed to cause no adverse impact on neighbouring amenity. As such the proposal is considered acceptable subject to conditions.

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

### Conditions

No	Condition
1	<p><b>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</b></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><b>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</b></p> <p><b>2760.08</b> <b>2760.11</b> <b>2760.07 A</b> <b>2760.09</b> <b>2760.06</b> <b>2760.04</b> <b>2760.03</b> <b>Bat Report dated 16/7/19</b></p>

	<p><u>Reason:</u> For the avoidance of doubt and in the interests of proper planning.</p>
3	<p><b>Commencement of the development hereby permitted shall not take place until a Tree Protection Plan has been submitted to and approved by the Local Planning Authority, which clearly demonstrates what protection measures are incorporated to ensure no detrimental actions occur to retained trees identified on Drawing No. 2760.03. The tree protection measures shall be in place before the development starts and retained throughout the duration of construction works.</b></p> <p><u>Reason:</u> To ensure the protection and retention of existing/remaining protected trees in accordance with saved Policy 99 of the Dacorum Borough Local Plan.</p>
4	<p><b>No development above slab level shall take place until details of the external materials including roof, windows and doors have been submitted to and approved by the Local Planning Authority. The development shall be carried out in compliance with the approved plans.</b></p> <p><u>Reason:</u> In the interests of good design and to integrate with the streetscape character in accordance with Policy CS12 of the Dacorum Core Strategy 2013.</p>
5	<p><b>The following windows of the dwelling hereby permitted shall be permanently fitted with obscured glass:</b></p> <ul style="list-style-type: none"> <li>• <b>Two master bedroom windows and one en-suite bathroom window on the first floor of the north elevation</b></li> <li>• <b>One ensuite window for bedroom 2 on the first floor of the south elevation.</b></li> </ul> <p><u>Reason:</u> In the interests of the residential amenities of the occupants of the adjacent dwellings in accordance with Policy CS12 of the Dacorum Core Strategy 2013.</p> <p><u>Article 35 Statement:</u></p> <p>Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.</p> <p><u>INFORMATIVES:</u></p> <p>1. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <a href="http://www.hertfordshire.gov.uk/services/transtreets/highways/">http://www.hertfordshire.gov.uk/services/transtreets/highways/</a> or by</p>

<p>telephoning 0300 1234047.</p> <p>2. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <a href="http://www.hertfordshire.gov.uk/services/transtreets/highways/">http://www.hertfordshire.gov.uk/services/transtreets/highways/</a> or by telephoning 0300 1234047</p> <p>3. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <a href="https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-and-developer-information.aspx">https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-and-developer-information.aspx</a>.</p>
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## Appendix A

### Consultation responses

HCC - Dacorum Network Area	No Objection
BERKHAMSTED TOWN COUNCIL, THE CIVIC CENTRE	Comment

#### Berkhamsted Town Council

#### Objection

The drawings are misleading and do not adequately show the potential impact on the neighbouring bungalow. The scale of the right-hand side upper storey would likely result in overshadowing and loss of light to the bungalow at number 13. The garages, plant and boot rooms should be realigned to achieve a greater separation from the neighbouring boundary. The proximity, scale, bulk and mass of the proposed scheme would result in loss of amenity to the adjacent property and is contrary to CS12. It was also noted that there was no orange notice in the vicinity.

CS12, Appendix 3 (vi)

## Appendix B

### Neighbour notification/site notice responses

#### Objections

Address	Comments
6 SHOOTERSWAY PARK,BERKHAMSTED,, ,HP4 3NX	<p data-bbox="624 472 1318 544">6 Shootersway Park, Berkhamsted, I confirm our OBJECTION to the proposal.</p> <p data-bbox="624 584 1406 725">The main concerns with the proposed development relate to its impact on the character and appearance of the street and the amenity and privacy of adjoining occupiers. These concerns are set out in turn below.</p> <p data-bbox="624 730 943 763"><b>Site and Surroundings</b></p> <p data-bbox="624 768 1436 1016">The application site consists of a rectangular shaped plot located on the western side of Barncroft Road, Berkhamsted. The surrounding area is residential in character and consists predominantly of detached properties of varied size and design. Generally, spacing between dwellings is generous and provides for an open and attractive environment.</p> <p data-bbox="624 1021 1436 1238">The existing building comprises a detached bungalow, the front elevation of which is orientated east and the rear elevation west. The rear roof slope features two roof lights, it is not known if the roof space is habitable as no existing floor plans are available to view on the Council's website.</p> <p data-bbox="624 1279 815 1312"><b>The Proposal</b></p> <p data-bbox="624 1317 1422 1608">Permission is sought to demolish the existing bungalow and construct a two storey dwelling in its place. Like the existing bungalow, the front elevation of the proposed dwelling would be orientated east and the rear elevation west. The position of the new dwelling on the site would be similar to the existing, albeit the footprint would be larger. The proposed dwelling would be two storeys in height, opposed to one storey currently.</p> <p data-bbox="624 1612 1398 1682"><b>Front elevation of the existing bungalow and detached garage</b></p> <p data-bbox="624 1686 1350 1756"><b>Front elevation of the proposed two storey dwelling</b></p> <p data-bbox="624 1760 1318 1794"><b>3</b></p> <p data-bbox="624 1798 1318 1832"><b>Character, Appearance and Impact on the Street</b></p> <p data-bbox="624 1836 1436 2045">The proposed dwelling would have an attached treble garage and cycle store at the front, with habitable accommodation provided in the roof space above (bedroom 5 or guest annexe). The garage would project over 15 metres forward of the main front elevation and would measure over 7 metres in height (just over a metre less than the main dwelling).</p>



Proposed north elevation; garage outlined in red  
Proposed ground floor plan; garage outlined in red  
4

Due to its height and depth, the proposed garage would form an excessive and over-dominant part of the building. The depth of the front projection (over 15 metres) would be similar to the depth of the main house and, as result, would be disproportionate in scale. The proposed height at over 7 metres would exacerbate its size.

As well as being disproportionate to the main dwelling, the garage would also have an adverse impact on the character and amenity of the street scene. At its closest point the proposed garage would be set back less than 1 metre from the front boundary of the site. While the building line on the western side of Barncroft Road is not uniform, in the main, properties are set back a significant distance from the street, as shown on the existing block plan below.

Existing block plan showing properties on the western side of

Barncroft Road set back from the street

In our view, due to its excessive height and depth, and prominent siting close to the front boundary of the site, the proposed garage would have an oppressive and over-dominant impact on the street to the detriment of its open and spacious character. In views north along Barncroft Road the harmful impact of the proposed garage would be particularly prominent as indicated on the photograph below.

5

The proposed garage would adversely dominate the street

Although there is an existing garage at the front of the site, this is detached from the main house and therefore is not as deep. Furthermore, its scale and profile is more modest, and it is set back from the front boundary of the site.

Existing detached garage at the application site

6

Similarly, other garages at the front of properties on Barncroft Road are modest in scale and therefore do not dominate the street.

Existing detached garage at the front of 2a Barncroft Road

The Planning, Design and Access Statement submitted with the application refers to the replacement dwelling at 2 Barncroft Road opposite the application site, stating that this development is similar to the proposed scheme. However, in our view, the footprint of this building is very different; the double garage is more integrated with the main property and is set further back from the street.

7

Footprint of the replacement dwelling at 2 Barncroft Road (opposite the application site)

The proposed garage would also adversely erode the space between the existing dwelling and the neighbouring property, 9 Barncroft Road. Currently, even though the existing detached garage is sited close to the common boundary with number 9, due to its modest height and scale the spacing between the properties appears generous. This contributes to the open and spacious character of the street as shown on the photograph below.

The space between the existing property and 9 Barncroft Road

8

Core Strategy Policy CS11 (Quality of Neighbourhood Design) states that new development should enhance spaces between buildings and preserve attractive streetscapes. In our view, the proposed development would be contrary to both.

In summary, the proposed triple garage and cycle store is considered to be disproportionate in scale.

Furthermore, due to its height, depth and proximity to the site frontage it would detract from the character and appearance of the street contrary to the provisions of the Core Strategy, local design guidance and the National Planning Policy Framework, which aim to achieve a high standard of environment.

Impact on Neighbouring Amenity

A core planning principle, as set out in the NPPF, is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. This is echoed in Local Policy CS12 (c) which states that development should avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties.

6 Shootersway Park

As set out above, the existing property is a bungalow and therefore has a modest height and profile. It is not clear from the information available on the Council's website whether the existing loft space is converted; however, the existing rear roof slope only features two high level roof lights.

As a result, the existing building has an acceptable relationship with the property at the rear; 6 Shootersway Park. The scale and height of the existing building is not overbearing, and neither the rear garden nor the rear facing openings at 6 Shootersway Park are currently overlooked.

View of the existing bungalow from the rear garden of 6 Shootersway Park

9

View of the existing bungalow from the first floor rear facing

window at 6 Shootersway Park

In contrast, the proposed dwelling would be two storeys in height (over 8.5 metres to the ridge), and would feature two full height first floor rear facing openings with Juliet balconies.

Proposed rear elevation

10

The rear elevation of the proposed dwelling would be sited significantly closer to the rear boundary of 6 Shootersway Park than the existing bungalow (shown on the block plan below), and as set out above, would be substantially larger.

Footprint of the existing dwelling shown in red, proposed dwelling in yellow and green

The increase in bulk and mass, together with its siting closer to the rear boundary, would have an overbearing and dominant impact on the rear garden at 6 Shootersway Park, significantly affecting the amenity of these occupiers.

In addition, the proposed full height rear facing openings (with Juliet balconies) would overlook the rear garden and rear facing openings at 6 Shootersway Park to the detriment of these occupiers privacy.

It is important to note that the lounge, dining room and kitchen at 6 Shootersway Park are all served by rear facing ground floor openings. In the case of the kitchen and dining room, these are the only openings serving these rooms. Furthermore, on the first floor, three of the five bedrooms are served by rear facing openings only. The impact of the development on the privacy and amenity of the occupiers at 6 Shootersway Park would therefore be significant, harmfully affecting the most habitable areas in this dwelling.

9 Barncroft Road

The proposed development would also have an adverse impact on the residential amenity of 9 Barncroft Road.

11

The proposed dwelling would be sited close to the common boundary between the two properties and would project a significant distance beyond the rear elevation of 9 Barncroft Road, resulting in an adverse overbearing form of development.

Furthermore, in our view, the depth of the development would impact detrimentally on the receipt of light both inside and at the back of the neighbouring property.

While not clear from the plans, we believe the building may intrude on a 45 degree line taken from the nearest habitable ground floor window at the back of 9 Barncroft Road. We ask the Council to carefully review this matter as part of their assessment.

	<p>Trees My clients would like to note that the four oak trees along the rear boundary of their garden (6 Shootersway Park) are covered by Tree Preservation Orders.</p> <p>Site Visit In light of the matters set out above, it is requested that the case officer visits 6 Shootersway Park to allow for a full and complete assessment of the proposal and to better understand the relationship between the two properties.</p> <p>Conclusion In conclusion, for the reasons given above, we request that the planning application is refused.</p>
<p>6 SHOOTERSWAY PARK, BERKHAMSTED,, HP4 3NX</p>	<p>I confirm our OBJECTION to the proposal.</p> <p>The main concerns with the proposed development relate to its impact on the character and appearance of the street and the amenity and privacy of adjoining occupiers. These concerns are set out in turn below.</p> <p>Site and Surroundings The application site consists of a rectangular shaped plot located on the western side of Barncroft Road, Berkhamsted. The surrounding area is residential in character and consists predominantly of detached properties of varied size and design. Generally, spacing between dwellings is generous and provides for an open and attractive environment.</p> <p>The existing building comprises a detached bungalow, the front elevation of which is orientated east and the rear elevation west. The rear roof slope features two roof lights, it is not known if the roof space is habitable as no existing floor plans are available to view on the Council's website.</p> <p>The Proposal Permission is sought to demolish the existing bungalow and construct a two storey dwelling in its place. Like the existing bungalow, the front elevation of the proposed dwelling would be orientated east and the rear elevation west. The position of the new dwelling on the site would be similar to the existing, albeit the footprint would be larger. The proposed dwelling would be two storeys in height, opposed to one storey currently.</p> <p>Front elevation of the existing bungalow and detached garage Front elevation of the proposed two storey dwelling 3 Character, Appearance and Impact on the Street The proposed dwelling would have an attached treble garage and cycle store at the front, with habitable accommodation provided in the roof space above</p>

(bedroom 5 or guest annexe). The garage would project over 15 metres forward of the main front elevation and would measure over 7 metres in height (just over a metre less than the main dwelling).

Proposed north elevation; garage outlined in red  
Proposed ground floor plan; garage outlined in red

4

Due to its height and depth, the proposed garage would form an excessive and over-dominant part of the building. The depth of the front projection (over 15 metres) would be similar to the depth of the main house and, as result, would be disproportionate in scale. The proposed height at over 7 metres would exacerbate its size.

As well as being disproportionate to the main dwelling, the garage would also have an adverse impact on the character and amenity of the street scene. At its closest point the proposed garage would be set back less than 1 metre from the front boundary of the site. While the building line on the western side of Barncroft Road is not uniform, in the main, properties are set back a significant distance from the street, as shown on the existing block plan below.

Existing block plan showing properties on the western side of

Barncroft Road set back from the street

In our view, due to its excessive height and depth, and prominent siting close to the front boundary of the site, the proposed garage would have an oppressive and over-dominant impact on the street to the detriment of its open and spacious character. In views north along Barncroft Road the harmful impact of the proposed garage would be particularly prominent as indicated on the photograph below.

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The proposed garage would adversely dominate the street

Although there is an existing garage at the front of the site, this is detached from the main house and therefore is not as deep. Furthermore, its scale and profile is more modest, and it is set back from the front boundary of the site.

Existing detached garage at the application site

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Similarly, other garages at the front of properties on Barncroft Road are modest in scale and therefore do not dominate the street.

Existing detached garage at the front of 2a Barncroft Road

The Planning, Design and Access Statement submitted with the application refers to the replacement dwelling at 2 Barncroft Road opposite the application site, stating

that this development is similar to the proposed scheme. However, in our view, the footprint of this building is very different; the double garage is more integrated with the main property and is set further back from the street.

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Footprint of the replacement dwelling at 2 Barncroft Road (opposite the application site)

The proposed garage would also adversely erode the space between the existing dwelling and the neighbouring property, 9 Barncroft Road. Currently, even though the existing detached garage is sited close to the common boundary with number 9, due to its modest height and scale the spacing between the properties appears generous. This contributes to the open and spacious character of the street as shown on the photograph below.

The space between the existing property and 9 Barncroft Road

8

Core Strategy Policy CS11 (Quality of Neighbourhood Design) states that new development should enhance spaces between buildings and preserve attractive streetscapes. In our view, the proposed development would be contrary to both.

In summary, the proposed triple garage and cycle store is considered to be disproportionate in scale.

Furthermore, due to its height, depth and proximity to the site frontage it would detract from the character and appearance of the street contrary to the provisions of the Core Strategy, local design guidance and the National Planning Policy Framework, which aim to achieve a high standard of environment.

Impact on Neighbouring Amenity

A core planning principle, as set out in the NPPF, is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. This is echoed in Local Policy CS12 (c) which states that development should avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties.

6 Shootersway Park

As set out above, the existing property is a bungalow and therefore has a modest height and profile. It is not clear from the information available on the Council's website whether the existing loft space is converted; however, the existing rear roof slope only features two high level roof lights.

As a result, the existing building has an acceptable relationship with the property at the rear; 6 Shootersway Park. The scale and height of the existing building is not overbearing, and neither the rear garden nor the rear facing openings at 6 Shootersway Park are currently

overlooked.

View of the existing bungalow from the rear garden of 6 Shootersway Park

9

View of the existing bungalow from the first floor rear facing window at 6 Shootersway Park

In contrast, the proposed dwelling would be two storeys in height (over 8.5 metres to the ridge), and would feature two full height first floor rear facing openings with Juliet balconies.

Proposed rear elevation

10

The rear elevation of the proposed dwelling would be sited significantly closer to the rear boundary of 6 Shootersway Park than the existing bungalow (shown on the block plan below), and as set out above, would be substantially larger.

Footprint of the existing dwelling shown in red, proposed dwelling in yellow and green

The increase in bulk and mass, together with its siting closer to the rear boundary, would have an overbearing and dominant impact on the rear garden at 6 Shootersway Park, significantly affecting the amenity of these occupiers.

In addition, the proposed full height rear facing openings (with Juliet balconies) would overlook the rear garden and rear facing openings at 6 Shootersway Park to the detriment of these occupiers privacy.

It is important to note that the lounge, dining room and kitchen at 6 Shootersway Park are all served by rear facing ground floor openings. In the case of the kitchen and dining room, these are the only openings serving these rooms. Furthermore, on the first floor, three of the five bedrooms are served by rear facing openings only.

The impact of the development on the privacy and amenity of the occupiers at 6 Shootersway Park would therefore be significant, harmfully affecting the most habitable areas in this dwelling.

9 Barncroft Road

The proposed development would also have an adverse impact on the residential amenity of 9 Barncroft Road.

11

The proposed dwelling would be sited close to the common boundary between the two properties and would project a significant distance beyond the rear elevation of 9 Barncroft Road, resulting in an adverse overbearing form of development.

Furthermore, in our view, the depth of the development would impact detrimentally on the receipt of light both inside and at the back of the neighbouring property.

While not clear from the plans, we believe the building may intrude on a 45 degree line taken from the nearest

	<p>habitable ground floor window at the back of 9 Barncroft Road. We ask the Council to carefully review this matter as part of their assessment.</p> <p>Trees My clients would like to note that the four oak trees along the rear boundary of their garden (* Shootersway Park) are covered by Tree Preservation Orders.</p> <p>Site Visit In light of the matters set out above, it is requested that the case officer visits Shootersway Park to allow for a full and complete assessment of the proposal and to better understand the relationship between the two properties.</p> <p>Conclusion In conclusion, for the reasons given above, we request that the planning application is refused.</p>
<p>13 BARNCROFT ROAD, BERKHAMSTED,, HP4 3NL</p>	<p>My garden and patio will be overlooked by at least 4 windows.</p> <p>The new house is very close to trees on my site that may be damaged by the new house</p>

### Supporting

Address	Comments
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### Commenting

Address	Comments
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