

ITEM NUMBER: 5b

20/01109/FUL	Construction of new dwelling	
Site Address:	Longfield Aylesbury Road Tring Hertfordshire HP23 4DH	
Applicant/Agent:	Alastair Ames / Emma Guy	
Case Officer:	Martin Stickle	
Parish/Ward:	Tring Town Council	Tring West & Rural
Referral to Committee:	Called in by Councillor Christopher Townsend	

1. RECOMMENDATION

1.1 That planning permission be granted subject to conditions.

2. SUMMARY

2.1 The principle of providing a new dwelling in this area is acceptable. The proposal would provide a small but valuable contribution to the Borough's housing stock. The scheme has evolved positively from pre-application stage and the Applicant carried out public consultation prior to submitting a full application. The resultant property is modest and would not overdevelop the plot. Sufficient garden spaces would be retained/provided for existing and future users. The design of the building is in keeping with local vernacular and has been improved following comments from Dacorum's Conservation and Design Team. The building is appropriate in appearance and would respect the character of the area. There would be no significant impact on residential amenity and the scheme illustrates this (e.g. annotation of the 25 degree lines). Satisfactory parking and access arrangements would be provided and HCC have raised no objection on highway safety grounds. Taking all of the above into account the application is in accordance with the aforementioned policies and is recommended for approval.

3. SITE DESCRIPTION

3.1 The application site is situated on the western side of Longfield Road, within the residential area of Tring. The site comprises part of two rear gardens of two houses: Longfield and The Hermatage. The properties are accessed from Aylesbury Road. The overall size of the application plot is 422sq.m. There is a variety of house sizes, types and designs within the locality. There is also variety in plot size and shape.

4. PROPOSAL

4.1 Planning permission is sought the construction of a two-storey 3-bedroom detached dwellinghouse. The site would provide two parking spaces in a tandem arrangement to the flank.

5. PLANNING HISTORY

Planning Applications

4/00730/80 - Historic File Check DMS for Documents and Further Details
DET - 20th June 1980

4/00731/80 - Historic File Check DMS for Documents and Further Details
DET - 20th June 1980

4/01050/82 - Historic File Check DMS for Documents and Further Details
DET - 30th September 1982

4/00772/84 - Historic File Check DMS for Documents and Further Details
DET - 19th July 1984

4/00122/85 - Historic File Check DMS for Documents and Further Details
DET - 14th March 1985

4/00255/86 - Historic File Check DMS for Documents and Further Details
DET - 16th April 1986

4/01383/19/FUL - Change of use from c2 (residential institution) to sui generis (house of multiple occupancy up to 10 units)
GRA - 25th July 2019

4/01681/89/FUL - Two storey rear extension
GRA - 30th November 1989

6. CONSTRAINTS

Parking Accessibility Zone (DBLP): 4
CIL Zone: CIL2
Conservation Area: TRING
Former Land Use (Risk Zone): Cemetery, Aylesbury Road, Tring
Former Land Use (Risk Zone): Former Factory, Longfield Gardens, Tring
Parish: Tring CP
RAF Halton and Chenies Zone: Green (15.2m)
RAF Halton and Chenies Zone: Red (10.7m)
RAF Halton and Chenies Zone: RAF HALTON: DOTTED BLACK ZONE
Residential Area (Town/Village): Residential Area in Town Village (Tring)
Town: Tring

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

National Planning Policy Framework (February 2019)

Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)

Policy NP1 - Supporting Development
Policy CS1 - Distribution of Development
Policy CS4 - The Towns and Large Villages
Policy CS10 - Quality of Settlement Design
Policy CS11 - Quality of Neighbourhood Design
Policy CS12 - Quality of Site Design
Policy CS13 - Quality of Public Realm
Policy CS17 - New Housing

Policy CS28 - Renewable Energy
Policy CS29 - Sustainable Design and Construction

Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Policy 10 - Optimising the use of Urban Land
Policy 18 - Size of New Dwellings
Policy 21 - Density of Residential Development
Policy 57 - Provision and Management of Parking
Policy 58 - Private Parking Provision
Policy 129 - Storage and Recycling of Waste on Development Sites
Appendix 1 - Sustainability Checklist
Appendix 3 - Layout and Design of Residential Areas
Appendix 5 - Parking Provision Appendices

Supplementary Planning Guidance

TCA1: Aylesbury Road (Character Appraisal) (May 2004)
Sustainable Development Advice Note (March 2011)
Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (September 2011)
Refuse Storage Guidance Note (February 2015)
Parking Standards Supplementary Planning Document (March 2019)

9. CONSIDERATIONS

Main Issues

9.1 The main planning issues in the determination of this application are:

- Principle of development;
- The quality of the design and the impact on the character/appearance of the area;
- The potential impact on the residential amenity of adjoining neighbours;
- Highway safety and parking provision; and
- Any other material planning considerations.

Principle of Development

9.2 The application site is located within the urban area of Tring. It is not an allocated housing site and so is considered a 'windfall site'. The Dacorum Borough Core Strategy highlights that appropriate residential development within residential areas in the Towns is encouraged (Policy CS4).

9.3 The National Planning Policy Framework (the 'Framework') encourages the provision of more housing within towns and other specified settlements and encourages the effective use of land by reusing previously developed land. Though the application site is not considered to be previously developed (with regards to Annex 2 of the Framework), saved Policy 10 of the Dacorum Borough Local Plan seeks to optimise the use of available land within urban areas.

9.4 The application site is within an existing settlement and as such, the infrastructure in the immediate area has been developed to provide good transport links for residents. There are also services and facilities available within close proximity of the site.

9.5 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). The scheme would also comply with the Council's settlement strategy. As such, and given that the development would be

located in a sustainable location, the proposal is in accordance with Policies CS1, CS4, CS17, saved Policy 10 and the Framework. There is therefore no compelling objection to the principle of the proposed development.

Quality of Design / Impact on Visual Amenity

9.6 Core Strategy Policies CS11, CS12 and CS13 state that development within settlements should respect the typical density in the area, integrate with the streetscape character and contribute to the quality of the public realm. Chapter 12 of the Framework emphasises the importance of good design in context and, in particular, Paragraph 130 states permission should be refused for development of poor design that fails to improve the character and quality of an area and the way it functions.

9.7 The Aylesbury Road Character Area Appraisal (TCA1) highlights that infilling may be acceptable according to the following development principles:

“Design: Proposals for new development are encouraged to use the architectural themes and detailing present on existing Victorian and Edwardian dwellings in the area.

Type: Detached and semi-detached dwellings are appropriate and encouraged.

Height: Should not exceed two storeys.

Size: Moderate to large sized dwellings are appropriate. The scale and bulk of new development should be sympathetic to that of existing buildings.

Layout: The layout of the area should continue to be based on the linear route of Aylesbury Road. In this respect, new dwellings will be expected to front this road and be set back from it at a distance commensurate with other established dwellings, to maintain a wide, open visual impression from Aylesbury Road. Spacing should be provided in the wide range (5 m to 10 m).

Density: Should be compatible with the character within the existing density range, (less than 15 dwellings/ha).”

9.8 The land gently falls as you move from Longfield Gardens to Aylesbury Road. The proposed property has a maximum height of 8.15m. Whilst this exceeds the height of the adjacent neighbour, Casa Nostra, it is similar to the row of terraced properties opposite. The height of the building is less than the other adjacent property (Longfield) but it would appear taller due to the raised ground level.

9.9 The section of the site fronting Longfield Road is approximately 10.45m wide. The width of the plot would comprise the property (6.3m), a parking/bin storage area (3.5m) and a gap to allow access to the rear garden (0.65m). Amendments were requested to reduce the scale of the building and it was subsequently reduced to 9.55m (depth) x 6.3m (width). The reduced property would have a footprint of 60sq.m (14% of the overall plot). The amended property is appropriately scaled and would sit comfortably within the plot.

9.10 In terms of the surroundings, the proposed unit would be situated between the rear garden of Longfield and the side garden of Casa Nostra. There are terraced and semi-detached units on the opposite (eastern) side of Longfield Road and there are examples of detached units within the vicinity. A detached unit, which is encouraged by TCA1, would not feel out of place within the context of the surroundings. Furthermore, given the mixture of different property types, plot sizes, orientations and layouts within the locality, the proposal would not significantly disrupt the surrounding spatial pattern of built form.

9.11 Turning to the individual design of the proposed unit, the application documents show a local red multi-brick property with brick quoins on the front corners. White framed sash windows and slate roof tiles are incorporated. The amended plans include a brick chimney to match other properties on the street. A bay window on the façade helps to recreate the appearance and character of the terraced properties opposite. The application also proposes a 45cm tall dwarf wall at the front of the site to create some defensible space, similar to 1-8 Longfield. The pitch of the roof is similar to other properties within the vicinity.

9.12 The submitted Design and Access Statement explains the design rationale behind the proposed property, as well as highlighting the sustainable design techniques incorporated into the scheme. The Conservation and Design Department consider the design appropriate but have highlighted that “*the choice of brick will be critical*” to an attractive development. Considering this, it is necessary to condition the application, if approved, for full details on the proposed materials.

9.13 Saved Appendix 3 (Layout and Design of Residential Areas) states that private gardens should normally be positioned to the rear of the dwelling and have an average minimum depth of 11.5m. Ideally, a range of garden sizes should be provided to cater for different family compositions, ages and interests. For infill developments, garden depths that are below 11.5m but of an equal depth to adjoining properties will be acceptable. Generally, all gardens should be of a width, shape and size to ensure the space is functional and compatible with the surrounding area. The proposed garden would measure 24m (width) x 13m (depth). The proposal would therefore provide a large, functional garden, complying with saved Appendix 3.

9.14 The scheme would involve the reduction of Longfield and The Hermitage’s existing garden areas. Longfield is currently being used as a house in multiple occupation (HMO). The Applicant has stated that there are currently 10 tenants. The Applicant only accepts single professional working tenants and therefore the HMO should not exceed 10 occupiers at any one time. Longfield would retain a garden that stretches 20m at its longest point, 12.3m at its minimum (due to the existing rear projection) and have a width of 12.5m.

9.15 The Hermitage is a family dwelling. This property would have a longest distance of 21.4m, minimum of 18.6m and a width of 13.6m. These are considered adequate for these properties and their current uses. It is not felt that reduced gardens would affect the character or spatial pattern of the area in any significant way and it is noted that other large properties on this row, such as Westfields, already have reduced garden sizes.

9.16 Overall the proposed property would be in keeping with the local vernacular and is felt to provide an attractive addition to the street. The character and appearance of the area would not be affected in any significant way. The proposals comply with the design as set out in TCA1. The scheme would provide and retain a high quality residential environment for existing and future occupiers. Considering this, no concerns are raised to the quality of development or the impact on the character and appearance of the area.

Impact on Residential Amenity

9.17 Policy CS12 aims to preserve neighbouring amenity. Furthermore, guidance in Paragraph 127 (f) of the Framework seeks to secure high quality design and good standard of amenity for all existing and future occupiers of land and buildings.

9.18 Saved Appendix 3 of the Local Plan highlights a number of principles for the layout and design of residential areas. Regarding the spacing of dwellings, proposals should ensure privacy and enable movement around buildings. The minimum distances of 23m between the main rear wall of a dwelling and the main wall (front or rear) of another should be met to ensure privacy. This distance may increase depending on character, level and other factors.

9.19 The proposed property would be orientated so it is back-to-side with Longfield and side-to-side with Casa Nostra. Casa Nostra's main private amenity space is situated to its southern flank. There are a number of terraced properties (1-4 Longfield) directly opposite the site.

9.20 There would be a separation distance of approximately 23.7m between the proposed property and the main rear wall of Longfield (15.4m from the rear projection) and a distance of (17.4m) to Casa Nostra. The proposed 'Section A' drawing (1906_GA_04_B) illustrates 25 degree lines drawn from the midpoints of the neighbouring ground-floor windows. This reveals that there would be no breach of the 25-degree lines. It is therefore considered that there would be no significant impact concerning loss of light or visual intrusion to these properties.

9.21 There would be a gap of around 16.2m between the proposed front wall of the property and the façade of the terrace opposite. This is comparable to other relationships between properties on Longfield Road. Drawing 1906_GA_04_B illustrates that the proposed property would not breach the 25-degree line from the ground-floor windows of these terraced properties. The scheme therefore complies with the Building Research Establishment's (BRE) 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' in this regard. The plan also shows that the site is on a lower ground level than 1-8 Longfield Road and the proposed roof slopes away from these neighbours (the ridge being sited some 21.4m away). The property size is modest and sufficient distances would be retained to ensure that the building does not appear visually intrusive or overbearing to the neighbouring properties.

9.22 1 and 2 Longfield Road have raised specific concerns loss of afternoon sunlight. From studying the layout and orientation, it appears that there may be a slight reduction for late afternoon sun received by the front windows on these properties. However, this would be fairly minor and is not felt that the proposal would warrant a refusal on these grounds.

9.23 2 and 3 Longfield Road raised concerns over a potential increase in overlooking. At present there are no properties fronting these neighbours. The scheme would introduce one new dwelling. No specific policies discuss front-to-front distances between properties. Reduced distances are common and are widely accepted in urban areas. The proposed property has been set back from the road behind a front garden area and the window directly facing 3 Longfield Road is obscure glazed. There would be views towards 2 Longfield Road; however, considering the distance between the properties and change in levels, it is not felt there would be an adverse impact on the living conditions of this neighbour.

9.24 A number of the objectors raised concerns regarding the proposed scale of the property. Following the reductions to the property these concerns are felt to have been addressed. Overall, the proposed dwelling would avoid significant harm to the living conditions of the occupants of adjoining and surrounding residential units.

Impact on Highway Safety and Parking

9.25 Policy CS12 seeks to ensure developments have sufficient parking provision. Paragraph 105 of the Framework 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 the overall need to reduce the use of high emission vehicles.

9.26 Saved Appendix 5 states that, as a maximum, 2.25 parking spaces should be provided for a 3-bed dwelling in this location. The proposal suggests two tandem parking spaces to the flank. The parking spaces sizes would be in accordance with Dacorum's emerging standards i.e. 2.5m (width) x 5m (depth) (see Parking Standards Supplementary Planning Document, March 2019). Considering the sustainable location of the site i.e. near to shops, facilities and public transportation linkages, the provision of two parking spaces is considered acceptable.

9.27 The tandem parking arrangement would require the occupiers to manoeuvre into the parking space by either reversing in or out of the site. Hertfordshire County Council (HCC) as the Highway Authority have commented on this in terms of highway safety stating: *“The site is located on...an unclassified local access road with a 30mph speed limit, so vehicles are not required to enter and leave the highway in a forward gear. There have been no accidents involving personal injury in the vicinity of the site in the last 5 years.”* HCC concluded, *“the proposal would not have a severe residual impact on the safety and operation of the adjoining highways.”*

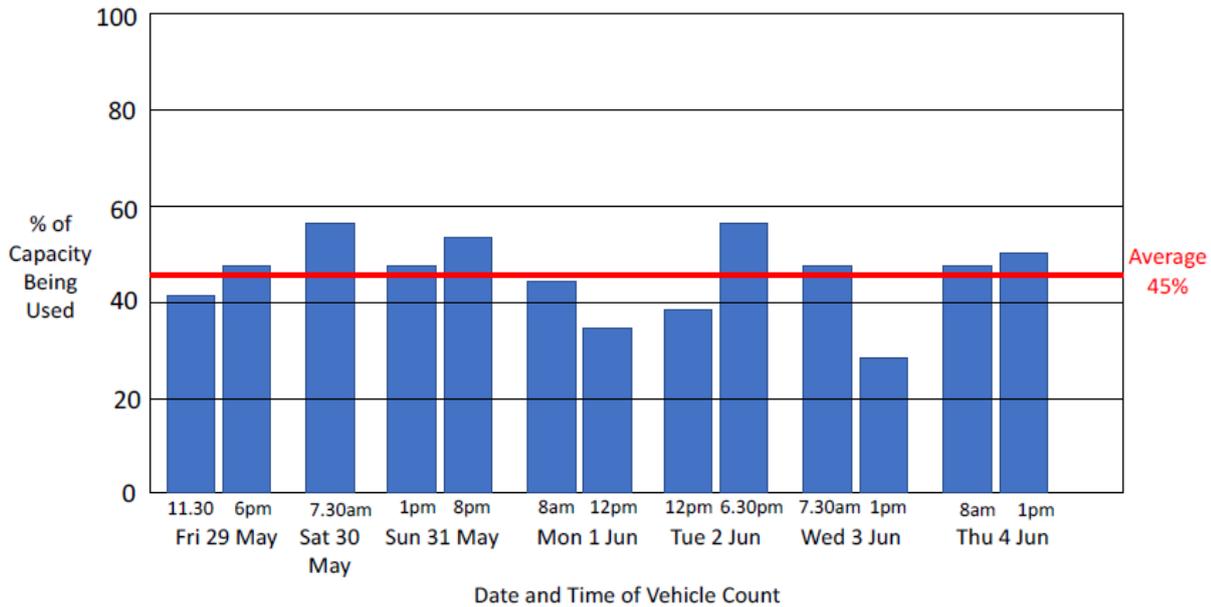
9.28 Neighbouring residents have raised the following concerns about the on-street parking situation:

- *“The properties do not have drives and residents park on the street.”*
- *“This section of Longfield is also used as overspill parking for residents from the main part of Longfield Road, residents from Gordon Villas and people parking to use the allotments at Duckmore Road.”*
- *“The construction of the property would reduce the amount of parking available to all and increase the amount of cars trying to park on the road.”*

9.29 There are a limited number of properties that face onto this section of the road (before the bend), including 1-8 Longfield Road and Casa Nostra. The residents have clearly identified an issue with regards on-street parking pressures. The construction of the property would result in a new cross over measuring approximately 3.5m wide. Although this is less than the average length of a modern vehicle, it is suggested that one on-street parking space would be lost. On-street parking would still be available on the 7m stretch in front of the property. Residents have highlighted that the scheme may lead to additional vehicles on the street. Whilst the proposal provides an adequate number of off-street parking spaces, the proposal could potentially lead to an additional cars being parked on the street e.g. for visitors. These concerns were raised with the Applicant and further information regarding parking numbers and on-street availability was submitted. The report provides the following information:

- *“This particular stretch of Longfield Road is 85m long, with the street wide enough for parking on both sides, so there is approximately 170m of parking space. On the assumption of allowing a 5m space for each car, this would indicate there is capacity for 32 spaces available (allowing space for the three driveways that currently exist).*
- *There are only 10 properties on this stretch of road, typically with three bedrooms, so the ratio of these sized properties to the total parking space available is low.*
- *Local residents have commented that there is insufficient parking spaces. In order to take an objective view on this, daily counts have been taken on the number of vehicles parking on the road over a one week period from Friday 29 May – Thursday 4 June 2020, at different times of the day.*
- *The graph below illustrates the number of cars recorded parking in the street vs the capacity available. This shows that there is parking still available with an average of only 45% of the capacity being used. In addition, these counts have been done during current Government Covid-19 restrictions, so it would be expected that there would typically be more cars at home during this time.*
- *It’s been suggested by local residents that there is an issue with non-residents parking on the road. If this is the case, then it would seem more appropriate to raise this with the relevant council authority, to introduce some form of parking restrictions, favouring residents.”*

Figure 1. Vehicle Count



9.30 The graph highlights that the maximum capacity recorded did not exceed 60% during the days/times captured. The report provides photographic evidence.

9.31 Based on the assumption that there are 10 properties all with 3-bedrooms on this section of the road, the maximum requirement for would be 22.5 parking spaces. The information provided in the Supporting Statement highlights that there is sufficient parking for up to 32 vehicles. This information helps to establish that the road does not suffer from significant parking stress. It is therefore unlikely that the provision of a modest property would cause any significant impacts on the road network.

9.32 The existing residents have raised issue with non-residents parking on the street (e.g. allotment users). If this is an existing issue, residents should approach the Highway Authority regarding the implementation of permit parking on the road.

9.33 As previously mentioned, Longfield is currently operating as a HMO. The Applicant has confirmed that there are eight parking spaces to the front of the property and at present, only five of the tenants have cars. Dacorum's parking standards highlight 0.5 spaces per tenancy unit for HMOs, meaning that the maximum requirement for this HMO would be five spaces. Longfield therefore overprovides on parking spaces and is unlikely to result in any overspill onto Longfield Road. The Applicant has confirmed that the proposed unit would not be a HMO.

9.34 Overall, that the property would afford sufficient off-road parking for future residents. HCC have not raised any concerns with the proposed parking or access arrangements in terms of highway safety. Whilst existing residents have raised concerns, the additional information provided by the Applicant appears to reveal that the street is not significantly overcrowded and would be able to accommodate a 3-bedroom property without any adverse impacts on the road network. The proposal is found to comply with the aforementioned policies with this regard.

Other Material Planning Considerations

i) Refuse and recycling

9.35 Saved Policy 129 seeks to ensure that developments have adequate storage for refuse and recycling. The proposed layout plan (1906_GA_02_B) provides a sufficiently sized area to the property's flank for three wheelie bins. The proposed elevations (1906_GA_03_C) show a bin store, ensuring that bins are left in front of the property.

ii) Trees and vegetation

9.36 It is noted that the garden area is a leafy green space and some vegetation would need to be removed. It is recommended that a full landscaping condition be added to the application, if approved, to ensure that replacement planting and additional trees are incorporated.

iii) Community Infrastructure Levy

9.37 Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. The Charging Schedule clarifies that the site is in Zone 2 within which a current charge of £197.24 per square metre is applicable to this development.

iv) Contamination

9.38 The site is within buffer zones of contaminated land uses. As such, Dacorum's Environmental and Community Protection Department was consulted. They recommended a 'contamination discovery' condition and an informative. These would be added to the application if approved.

v) Rear access

9.39 The owner of the adjacent garage raised concerns with the proximity of the property to their garage. Following receipt of these comments, the property was moved further from the flank boundary. A gap of 0.65m would provide enough space for a garden waste wheelie bin and other garden equipment such as a standard lawn mower or wheelbarrow to access the rear of the site.

Response to Neighbour Comments

9.40 These points have been addressed above.

10. CONCLUSION

10.1 To conclude, the principle of providing a new dwelling in this area is acceptable. The proposal would provide a small but valuable contribution to the Borough's housing stock. The scheme has evolved positively from pre-application stage and the Applicant carried out public consultation prior to submitting a full application. The modest property would not overdevelop the plot. Sufficient garden spaces would be retained/provided for existing and future users. The design of the building is in keeping with local vernacular and was improved following comments from Dacorum's Conservation and Design Team. The building is considered appropriate in appearance and would respect the character of the area. There would be no significant impact on residential amenity and the scheme illustrates this (e.g. annotation of the 25 degree lines). Satisfactory parking and access arrangements would be provided and HCC have raised no objection on highway safety grounds. Taking all of the above into account the application is in accordance with the aforementioned policies and planning permission is duly recommended to be granted.

11. RECOMMENDATION

11.1 That planning permission be granted subject to the following conditions:

- 1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.**

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. **No development (excluding demolition/ground investigations) shall take place until details of the materials to be used in the construction of the external surfaces 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.**

Reason: To ensure satisfactory appearance to the development and to safeguard the visual character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

3. **No construction of the superstructure shall take place until full details of both hard and soft landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:**
 - o all external hard surfaces within the site;
 - o other surfacing materials;
 - o means of enclosure;
 - o soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs; and
 - o minor artefacts and structures (e.g. sheds/outbuildings, refuse or other storage units, etc.).

The planting must be carried out within one planting season of completing the development.

Any tree or shrub which forms part of the approved landscaping scheme which within a period of 3 years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity.

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as required by saved Policy 99 of the Dacorum Borough Local Plan (2004) and Policy CS12 (e) of the Dacorum Borough Council Core Strategy (2013).

4. **Should any ground contamination be encountered during the construction of the development hereby approved (including groundworks) works shall be temporarily suspended, unless otherwise agreed in writing by the Local Planning Authority, and a Contamination Remediation Scheme shall be submitted to (as soon as practically possible) and approved in writing by, the Local Planning Authority. The Contamination Remediation Scheme shall detail all measures required to render this contamination harmless and all approved measures shall subsequently be fully implemented prior to the first occupation of the development hereby approved.**

Should no ground contamination be encountered or suspected upon the completion of the groundworks, a statement to that effect shall be submitted in writing to the Local Planning Authority prior to the first occupation of the development hereby approved.

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013). The safe and secure occupancy of the site, in respect of land contamination, lies with the developer.

5. **Prior to the first occupation of the development hereby permitted the proposed access, on-site car and cycle parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan drawing no 1906_GA_02_A and retained thereafter available for that specific use. No buildings and/or structures shall be erected in these areas.**

Reason: To ensure the permanent availability of the parking/manoeuvring area, in the interests of highway safety in accordance with Policies 51 and 54 of the Dacorum Borough Local Plan (2004), Policy CS8 of the Dacorum Borough Core Strategy (2013), Policy 5 of Hertfordshire's Local Transport Plan (2018) and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).

6. **Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.**

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Policies 51 and 54 of the Dacorum Borough Local Plan (2004), Policy CS8 of the Dacorum Borough Core Strategy (2013), Policy 5 of Hertfordshire's Local Transport Plan (2018) and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).

7. **Pedestrian visibility splays of .65m x .65m 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 order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Policies 51 and 54 of the Dacorum Borough Local Plan (2004), Policy CS8 of the Dacorum Borough Core Strategy (2013), Policy 5 of Hertfordshire's Local Transport Plan (2018) and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).

8. **The development hereby permitted shall be carried out in accordance with the following approved plans:**

**1906_GA_01_A
1906_GA_02_B
1906_GA_03_C
1906_GA_04_B**

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

Informatives:

1. 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.

2. 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.
3. 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.
4. 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.
5. 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/>
6. The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Tring Town Council	The Council recommended no objection to this application.
Conservation & Design (DBC)	<p>This scheme has been through several iterations at pre-app stage.</p> <p>I do not have an objection in principle to this single house. It appears however to sit awkwardly close to the garage of the adjoining plot. Does it require such a wide frontage (see below)?</p> <p>Chimneys are a feature of this part of Longfield Rd - the new house looks correspondingly stark without one. Choice of brick will be important. The application refers to slate tiles - as this is not clear, again</p>

	<p>the choice of roofing material will be important.</p> <p>Further comments</p> <p>The house has been shifted slightly away from the garage and a chimney added, so from a design perspective the scheme is acceptable. As mentioned previously, the choice of brick will be critical</p>
<p>Hertfordshire County Council Highway Authority (HCC)</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 does not wish to restrict the grant of permission subject to the following conditions:</p> <p>CONDITIONS</p> <p>1. Prior to the first occupation of the development hereby permitted the proposed access, on-site car and cycle parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan drawing no 1906_GA_02_A and retained thereafter available for that specific use.</p> <p>Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.</p> <p>2. Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.</p> <p>Reason: In the interest of highway safety.</p> <p>3. Pedestrian visibility splays of .65m x .65m 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.</p> <p>Reason: In the interest of highway safety.</p> <p>INFORMATIVES:</p> <p>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</p>

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/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

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

	<p>COMMENTS</p> <p>This application is for Construction of new dwelling The site is located on land behind Longfield and The Hermitage, two properties fronting onto Aylesbury Road, and fronts onto Longfield Road, which is an unclassified local access road with a 30mph speed limit, so vehicles are not required to enter and leave the highway in forward gear. There have been no accidents involving personal injury in the vicinity of the site in the last 5 years.</p> <p>PARKING</p> <p>The proposal includes two parking spaces for the proposed new property, on a new hard standing to be constructed.</p> <p>ACCESS</p> <p>A new vxo is to be provided for the new property, on Longfield Road.</p> <p>CONCLUSION</p> <p>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.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Having reviewed the documentation submitted with the above planning application and having considered the information held the by ECP team I have the following advice and recommendations in relation to land contamination.</p> <p>The development, if permitted, will not result in a change of land use and there is no former land use on or immediately adjacent to the application site that would be expected to result in ground contamination. As such the proposed development is not expected to introduce any new pathways of exposure to contamination and in any event the historical land use of the site as residential since it was first developed suggests that contamination would not be expected.</p> <p>As such, it is considered that the following contaminated land 'discovery' planning condition shall be sufficient, if planning permission is to be granted. This provides for unexpected contamination originating from the application site or the migration of contamination from neighbouring sites, to be dealt with in an appropriate way.</p> <p>Discovery Condition - Contaminated Land:</p>

	<p>Should any ground contamination be encountered during the construction of the development hereby approved (including groundworks), works shall be temporarily suspended, unless otherwise agreed in writing by the Local Planning Authority, and a Contamination Remediation Scheme shall be submitted to (as soon as practically possible) and approved in writing by, the Local Planning Authority. The Contamination Remediation Scheme shall detail all measures required to render this contamination harmless and all approved measures shall subsequently be fully implemented prior to the first occupation of the development hereby approved.</p> <p>Should no ground contamination be encountered or suspected upon the completion of the groundworks, a statement to that effect shall be submitted in writing to the Local Planning Authority prior to the first occupation of the development hereby approved.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Informatives:</p> <p>To avoid future ground gas contamination on the site the material used to backfill the swimming pool should be filled with inert and non-putrescible material.</p> <p>The safe and secure occupancy of the site, in respect of land contamination, lies with the developer.</p> <p>The above condition is considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2018.</p> <p>The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.</p>
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
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14	11	0	11	0

Neighbour Responses

Address	Comments
<p>38 Longfield Road Tring Hertfordshire HP23 4DG</p>	<p>The house appears to be out of character with its neighbours and sits awkwardly on its site very close to the "garage" on the adjoining plot. (It appears that the garage is no longer used for its intended use of parking a car but as a commercial document store)</p> <p>Situated within the Miswell Lane Character Area which references the large presence of two-storey houses and that bungalows are common. The Character Area states that new houses should relate well in terms of the type, design, scale, bulk and layout of nearby and adjacent development and further states that the height should not normally exceed two storeys.</p> <p>The Application is for a three-storey house with an overly steep roof with the ridge above its nearest neighbour. This should be scaled back</p> <p>With 3 double bedrooms, the house is too large for its plot and will have a detrimental effect on the problematical parking around that part of Longfield Road.</p> <p>For these reasons the Application should be refused unless it changed to something more in-keeping (a two-bedroom chalet-style bungalow with two proper car spaces?) and which would help to lessen the impact on roadside parking.</p>
<p>2 Longfield Road Tring Hertfordshire HP23 4DQ</p>	<p>I am writing to inform you of my objection to the construction of a new home on existing gardens on Longfield road. (planning application 20/01109/FUL) I live opposite the proposed development. There are currently no homes on the opposite side of the street. The road is narrow and the fronts of the houses on this part of the road are only a couple of metres away from the pavement. If the house was built it would completely overlook my house and we'd be able to see right into each other homes, exacerbated by the closeness of the property frontages to the pavements and therefore to each other.</p> <p>Parking is also an issue on this road. The properties do not have drives and residents park on the street. This section of Longfield is also used as overspill parking for residents from the main part of Longfield Road, residents from Gordon Villas and people parking to use the allotments at Duckmore Road. My part of Longfield Road is usually full with cars and I often cannot park outside of my home. (I can provide photographic evidence of the street sully with parked cars. There is no facility to attach photos to this comment.) The main part of Longfield Road is usually completely full with cars and residents from Longfield Gardens have complained when I have had to park there, causing difficulties with access to their driveways and road. The construction of the property would reduce the amount of parking available to all and increase the amount of cars trying to park on the road. The plans show that the new property will have a drive for two cars. If the new residents have two cars it is likely they will park one in the street (if there is space) so they do not block themselves in thus adding to car parking difficulties</p>

	<p>on the road.</p> <p>There are also traffic safety grounds to consider as any cars parked on the drive of the proposed property will almost certainly be emerging from between cars parked on the street. The street itself is narrow and the sight lines of the driver and on-coming cars will be poor making it difficult to spot each other.</p> <p>The new property will also reduce light to and overshadow our property. The sun will set behind the new house greatly reducing our access to sunlight during the afternoon and evening.</p> <p>There are currently about 180 properties being built near the cemetery, 40 on the old St Francis School site and about 300 planned for the Icknield Road development. This part of Tring has already had its fair share of new properties I do not think it is fair to squeeze in one more house when the impact on existing residents will be significant.</p>
<p>Casa Nostra Longfield Road Tring Hertfordshire HP23 4DQ</p>	<p>I object to the above application on the following grounds.</p> <p>1. PARKING</p> <p>Parking has been a problem in Longfield Road for some time now, particularly the stretch between Longfield Gardens and the Aylesbury Road,</p> <p>On most evenings there are insufficient places for residents to park their vehicles which results in parking on the corner of Longfield Gardens and on the sharp bend in Longfield Road opposite Longfield Gardens. Also, there is parking regularly on the junction with Aylesbury Road which makes this dangerous junction even more difficult to negotiate.</p> <p>The proposed car parking space with one car parked behind the other seems a bad idea. There will at times undoubtedly be much manoeuvring particularly when the first car in will want to be first out. In all probability one car will be parked on the road for the sake of convenience.</p> <p>Longfield Road is rapidly becoming dominated by car parking and therefore the construction of a new house here would appear to be contrary to Policy CS11.</p> <p>2. POSITION OF NEW DWELLING</p> <p>The depth and height of the proposed dwelling make it sit awkwardly on the street scene and the closeness of the proposed dwelling and the neighbour's garage makes the front view very unattractive.</p> <p>The 300mm gap between the two buildings is far too narrow and will make maintenance to either building very difficult, if not almost impossible.</p> <p>The proposed dwelling would appear to be too close to the houses on the opposite side of the road creating overlooking problems and also</p>

	<p>loss of sunlight.</p> <p>3. VISUAL AMENITY: DOMINANCE</p> <p>The application states that "the ridge height is within the ridge heights for the houses it neighbours on both sides as it steps down in height to follow the natural contour of the road."</p> <p>However, this is not true as a line drawn in a straight line between the ridges of Longfield and Casa Nostra cuts through the top of the roof of the proposed house which I believe shows that the new house is approximately one metre too high. The proposed house will be three storeys high while I understand that the local guidance prefers two storeys.</p> <p>The height of the house does not respect our property in terms of height which would appear to be contrary to Policy CS12.</p> <p>I live at Casa Nostra where our garden is to the south side and faces directly at the north side of the proposed dwelling. The blank side of the house, which will span most of the width of our plot, will be facing us and due to its height will be both dominant and overbearing.</p>
<p>Councillor Christopher Townsend</p>	<p>I have received sufficient local objection in writing and believe myself that this plan is inappropriate (further pressure on parking, the size of the house is out of keeping with that area and I think it constitutes over-development).</p> <p>I would therefore like it to be called in to committee.</p>
<p>6 Longfield Road Tring Hertfordshire HP23 4DQ</p>	<p>I live opposite the proposed development and have just moved in this year. When we bought the property, the parking availability was already a big concern for us as we have 2 very young children and not being able to park the car close to the house can be a real safety issue for us. If another property were to be built on this stretch of the road I do not believe we would be able to park anywhere near our property as the provision is already so greatly stretched. Cars park very dangerously on the corner of the road as it bends around and it will only become more dangerous if parking becomes more scarce as people will take more risks in order to park close to their homes. The allotment users also park their cars on the stretch of road. I strongly oppose this development.</p>
<p>1 Longfield Road Tring Hertfordshire HP23 4DQ</p>	<p>I wish to express my strong opposition to the above proposal for the following reasons:</p> <p>1) Parking Particularly in the evening, parking in the short part of Longfield Road has become increasingly problematical during the last few years. Car and van ownership in the surrounding area has increased, and both sides of Longfield Road, outside Nos. 1 - 8, 1a and 'Casa Nostra', are now used for overnight parking by several vehicle owners who do not live in any of those houses. On several occasions in the past 12 months</p>

I have returned home late in the evening to find not a single parking space available.

The new house proposed would merely aggravate the problem. The likelihood of the new owners parking two vehicles one behind the other (as shown in the design) in the driveway is slim indeed. Probably at least one of their vehicles will be parked on the road, and keeping the house's driveway accessible would effectively remove a second parking space.

Taking into account the closely parked cars on both sides of Longfield Road, backing a vehicle out of or into the proposed narrow driveway could be both hazardous and difficult.

2) Light

Because of the way they were built, with their fronts facing WSW, Nos. 1 - 8 Longfield Road receive very little southern sun. Thus the sunlight that comes in on the western side of our houses in the afternoon and evening is more than welcome, and is possibly a strong reason why many of the people living in those houses chose to buy them. Also, the fronts of these houses are only set back 1.65m from the pavement, much less than the average setback of the houses in the main part of Longfield Road. Any two or more storey building constructed opposite Nos. 1 - 8 is going to reduce the amount of afternoon and evening sunshine in our main living rooms. In my case, at No. 1, I estimate that for some four to six months of the year any house built opposite would block out a considerable amount of sunshine.

I would add that the chances are high that, at some point in the future, owners of the proposed new house will wish to extend the house over the proposed parking area. Then, the house would not only be of a totally inappropriate size for the road, but will block out even more sunshine from the houses opposite, particularly No. 1.

3) The General nature of the area

The proposal, in a perfectly valid manner, points out the mixture of the housing in the area. It does not mention the variety of garden sizes. Many of the people who have chosen to live in this area like gardening, and enjoy the feeling that their gardens provide a little real countryside within a town. There are several houses with large gardens, whose size is much appreciated by their owners, and there are several owners of houses with much smaller gardens who would appreciate having larger gardens. If a house is going to be used for multiple occupancy, as Longfield is at present, then surely it should have an appropriate sized garden. It is good to see that some of the present residents at Longfield have already created a vegetable patch in the garden.

I freely admit that I strongly opposed the conversion of 'Longfield' into a house of multiple occupancy, but now see that the venture has been a success, which is good. The owner mentioned to me an idea for the future of 'Longfield' that he has, whereby the house might be turned into three self-contained flats. It seems to me that, in either its present or future format (i.e. with either ten single people or three families in

	<p>residence), a garden of the present size is far more than desirable - it is necessary. Building the proposed house would take away a good third of the present garden of 'Longfield', which seems to me to be a thoroughly retrograde step.</p> <p>I quite understand that some of the owners of the houses in Aylesbury Road, may not enjoy the upkeep of the whole of a large garden, and may wish to sell off part of it. However, in all probability there are other people who could well be interested in buying part of garden of 'The Hermitage' to extend their own gardens, were the owner to put it on the open market.</p> <p>Since the two large-scale developments on Aylesbury Road, Tring, at the former convent at St. Francis and at the site west of the cemetery are going ahead, surely there is no need at all for a single 'infill' house in an inappropriate place in Longfield Road.</p> <p>For these reasons I trust and hope that you will do the right thing, and turn down this application. Thank you.</p>
<p>Ariel House 10A Frogmore Street Tring Hertfordshire HP23 5AU</p>	<p>I am the owner of the garage immediately adjacent to the proposed new property. The plans refer to a gap between the flank wall of the new property and the southern boundary of my garage of only 300mm. This is wholly insufficient to allow access for the purpose of maintenance and repair of the southern wall of the garage. Rights of access were granted by the previous owner of Longfield when the garage was sold to me to include a right of access with or without scaffolding. This will be utterly impossible if the new property is sited where proposed.</p>
<p>65 Longfield Road Tring Hertfordshire HP23 4DF</p>	<p>The proposed utilisation of the site is perverse, creating a very good-sized rear garden but cramming the street frontage. Longfield Road generally has witnessed a number of recent housing developments or proposals, all of which seem to imagine that the available on-street parking is limitless. We all know that is not so. Whichever way the proposed development is laid out, it would incur a further loss of on-street parking. The idea of parking for two cars end to end is entirely ludicrous and would result in endless manoeuvring, to the detriment of other road users and residents. It strikes me as more sensible to place the house further back within the site, i.e. entirely within the present rear garden of The Hermitage, or else across the boundary of the gardens to Longfield and The Hermitage, allowing for more car movement space at the front. This would not detract from the general aspect and amenity of the proposed house. The present plan substantially reduces the amenity space of Longfield, which is now in multiple occupation. The intention to use local brick is welcome, and to be encouraged.</p>
<p>19 Longfield Gardens Tring Hertfordshire HP23 4DN</p>	<p>I am the owner of an adjoining property 19 Longfield Gardens.</p> <p>The requirement to create parking, room to manoeuvre and park including a drop down kerb, will increase the parking pressure in Longfield Road and Longfield Gardens. Currently over spill parking from Longfield Road frequently occurs in Longfield Gardens, with the additional problem of parking on the corners of the junction causing a</p>

	<p>hazard. Additionally as Longfield, on the corner, has potentially up to 10 residents (currently only appears to be 2/3 car owners) the potential for additional overspill cars exists adding to the pressures. The exit/entrance from Longfield Road onto Aylesbury Road can already be hazardous because of corner parking and restricted views. Further loss of parking space will add to this pressure and hazard</p> <p>I have a short garden which is screened by a row of leylandii trees in the adjoining garden. This already reduces the sunlight into the garden. Any additional dwelling will increase the blockage of sunlight and risks "overlook".</p> <p>The density of housing particularly with the large estates already being built nearby and the arising loss of amenity and the pressures building on local schools, medical facilities etc. should in my view mean consideration of reducing new developments, rather than property extensions, should be a major consideration.</p>
<p>4 Longfield Road Tring Hertfordshire HP23 4DQ</p>	<p>I am writing to object to the (revised) planning application. The property is directly opposite to my home and even though there are various explanations as to why the height and distance from the road of the proposed development will not affect my privacy and sunlight, I find this impossible to accept. I do not accept that my current uninterrupted view from both my living room and main bedroom will not be impacted by the proposed development. To suggest that it 'minimises the impact on light and visibility' is just simply not true.</p> <p>I am surprised that Hertfordshire County Council Highway Authority can review the proposal and state it won't impact the local area. I have lived in my home for many years and it is only luck and good fortune that has prevented any serious incident or accident at this time. The entry onto or off Aylesbury Road from/to Longfield Road are constantly at risk with cars parked right up to the junction.</p> <p>I want to highlight the specific section of The Highway Code Rule 243 - that refers to parking. DO NOT stop or park; at or near a bus stop (on Aylesbury Road), opposite or within 10 metres (32 feet) of a junction (Aylesbury Road & Longfield Gardens), where you would force other traffic to enter a tram lane or on a bend.</p> <p>The photos, timings and period for which the parking evidence has been provided are misleading. Stating this is an 'objective view' is clearly not the case as it is supporting the development application and therefore it is bound to be biased. This is evidenced by the short time frame for recording parked cars and using parking measurements that are misleading.</p> <p>Do the measurements used in the justification take into account the 10M gap to the junction that is required by law in the Highway Code at both the Aylesbury Road entrance/exit and the Longfield Gardens entrance/exit? I'm certain it does not.</p> <p>I would contest that if the 10M gaps from the calculations are deducted this would reduce the numbers of cars that can safely park by a minimum of 8 cars/25%.</p>

	<p>If you consider the photos provided as evidence. Is it being suggested that in the first photo, Friday, 29th view North (13 cars/41%) that another 19 cars can be parked safely along the road? Saturday, 30th (18 cars/56%) another 14 cars?? This simply isn't true.</p> <p>Again, do these calculations account for a 10M gap to the junction with Aylesbury Road and the bend at the junction with Longfield Gardens? I would argue that some cars photographed are already illegally parked near the junction/bend and that no more cars could be safely parked.</p> <p>Personally (even with Covid-19) my nephew and I were both at work for 5 of the 7 days the recording of parked cars was taking place and neither of our vehicles would have been recorded at any of those times.</p> <p>I also think that its an unfair and unrealistic suggestion to simply imply that as there is a bus stop on Aylesbury Road, the 'potential' need for cars is reduced.</p> <p>Suggesting that the 3M drive will not take more than 1 space. Does that mean that cars will park right up against each side of the drive thereby blocking the view of oncoming vehicles both off and onto the road? Also, with a car exiting the proposed drive with cars parked either side of the driveway and cars parked opposite the driveway, will the car be able to exit onto the road in one motion and safely? It's not taking account of this.</p> <p>The only bit of the whole report I agree with is that the Council should provide residents parking for Longfield Road as there are far too many non-resident vehicles parking here.</p> <p>I live directly opposite the proposed development and have lived there for many years. Over the last year in particular, the vehicle access to Longfield Road from Aylesbury Road and vice versa is becoming more and more dangerous with cars parking on the corner. This is because there is limited off road parking associated with the properties there already and parking for the remaining residents is almost impossible now with more families having 2 or 3 cars. This is even more problematic during the warmer weather where the allotment owners use Longfield as a temporary car park. This property would remove parking space with the drive access and front elevation only worsening this situation. I would also have my view from my house ruined and a property looking straight into my main bedroom and living room.</p>
<p>3 Longfield Road Tring Hertfordshire HP23 4DQ</p>	<p>I live with my two children opposite this proposed development. I strongly oppose it for the following reasons;-</p> <p>The most important and crucial point is the affect it will have on parking. Currently both sides of the road are used by residents at all times of the day. The road is also used by local allotment holders to park their cars. This proposal will see approx. 3/4 spaces taken away and will necessitate residents to park their vehicles in either Longfield Gardens</p>

or further round into Longfield Road, neither of which have capacity to do this.

The potential for accidents to occur will be high for a number of reasons.

Most critically any cars turning into or coming out of the development will have very little turning space given the narrowness of the road once cars are parked. This will also cause blind spots in my opinion as the driver will not have enough vision to see passing cars when coming out of the development.

This leads onto a huge concern of cars turning from Tring Road onto Longfield Road and potential congestion spilling out onto Tring Road, which is already a fast and at times busy road.

In addition to this is the potential for accidents to happen with the cars turning into and coming out of the property onto Longfield Rd. It will be an accident waiting to happen. Included in this is traffic coming round the bend from Longfield Rd towards the Tring Road.

The loss of privacy and being overlooked is of huge concern to me. I value my privacy greatly and my children's. My daughters bedroom would be faced by this property and given the proximity of the development to the road we will be very close and very much overlooked therefore compromising our privacy.

There seems to be a need to build houses in any given space, in this case a garden which, with its many trees and bushes gives the most incredible birdsong in the morning and evening. Not a huge point I know but an important one nevertheless.

This leads to cause for concern of overshadowing and possible loss of light. The plans show a house of considerable size and I worry as to how much impact that will have on the light coming into this house.

Another reason for my objection is the noise and disruption caused by the developers. The thought of builders lorries, vans etc, would increase the problems with parking for starters, added to that the noise and disruption they would bring. For the past six months or so we have had another development built at the back of our houses on the site of the old St Francis de Sales school. Both the noise and traffic has been constant. We are also now contending with the large LA3 development in progress.

So this proposal is sitting amongst two current developments and is unwelcome and unnecessary in my mind. I can see no positive benefits for its build, instead have grave concerns for safety with regards to parking and potential for accidents.