

**ITEM NUMBER: 5c**

<b>20/00887/FUL</b>	<b>Part single, part two storey side and rear extension and conversion of the dwelling into two cottages</b>	
<b>Site Address:</b>	<b>Martlets The Common Chipperfield Kings Langley Hertfordshire WD4 9BS</b>	
<b>Applicant/Agent:</b>	<b>Mr R Nistorel</b>	<b>Mr Andrew Boothby</b>
<b>Case Officer:</b>	<b>Colin Lecart</b>	
<b>Parish/Ward:</b>	<b>Chipperfield Parish Council</b>	<b>Bovingdon/ Flaunden/ Chipperfield</b>
<b>Referral to Committee:</b>	<b>The application has been referred to the Development Management Committee given the contrary recommendation of Chipperfield Parish Council. Chipperfield Parish Council Object to the development.</b>	

**1. RECOMMENDATION**

That planning permission be **GRANTED**

**2. SUMMARY**

- 2.1 Overall, the application is considered to not have a detrimental impact on the openness of the Green Belt, Conservation Area, the Locally Listed Building nor on the residential amenity of surrounding neighbours. The subdivision of the units would also maintain an acceptable level of amenity for the future occupiers. Similar extensions have been approved in 2017 and the internal subdivision of the units would not have an adverse impact on the character of the surrounding area. An acceptable level of car parking spaces would be provided. The proposal is therefore considered to comply with Policies CS5, CS12 and CS13 of the Core Strat

**3. SITE DESCRIPTION**

- 3.1 Martlets is a 2-storey 19th century decorative flint and brick built cottage, formed from 2 cottages which were originally part of a terrace of 4 properties. The roofs are slate and contain substantial brick stacks. The barge boards to the eaves are decorated. The terrace is set back from The Common but forms a group with the nearby Old School Cottages and is considered to make a positive contribution towards the character and appearance of the Chipperfield Conservation Area in which it lies.

**4. PROPOSAL**

- 4.1 The application seeks permission for the construction of a part single, part two storey side and rear extension and conversion of the dwelling into two cottages. House A would have two bedrooms, while House B would have one bedroom. Three car parking spaces would be provided.

**5. PLANNING HISTORY**

Planning Applications:

4/01122/17/FHA - Two storey rear extension  
GRA - 18th July 2017

4/02002/13/TCA - Remove ash tree and works to three Lawson cypress trees

*RNO - 2nd December 2013*

4/00711/04/TCA - Works to tree  
*RNO - 22nd April 2004*

4/01286/94/LBC - Installation of lift  
*WDN - 14th November 1994*

## **6. CONSTRAINTS**

Conservation Area: CHIPPERFIELD  
Green Belt: Policy: CS5

## **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**

Main Documents:

National Planning Policy Framework (February 2019)  
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)  
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

NP1 - Supporting Development  
CS1 - Distribution of Development  
CS5 – The Green Belt  
CS6 – Selected Small Villages in the Green Belt  
CS10 - Quality of Settlement Design  
CS11 - Quality of Neighbourhood Design  
CS12 - Quality of Site Design  
CS27 – Quality of the Historic Environment  
CS29 - Sustainable Design and Construction

Saved Policy 18 – The Size of New Dwellings  
Saved Policy 19 – Conversions  
Saved Policy 21 – Density of Residential Development  
Saved Appendix 3 – Layout and Design of Residential Areas  
Saved Appendix 5 – Parking Provision  
Saved Appendix 7 – Small-scale house extensions

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2002)

## 9. CONSIDERATIONS

### Main Issues

9.1 The main issues to consider are:

- The policy and principle justification for the proposal;
- The Impact on the Green Belt;
- The Impact on the Conservation/Surrounding Area;
- The impact on residential amenity; and
- The impact on highway safety and car parking.

### Principle of Development

- 9.2 The application site is located within the Green Belt where Policy CS5 of the Core Strategy (2013) seeks to protect the openness of the Green Belt in accordance with national policy.
- 9.3 Paragraph 145 of the NPPF (2019) regards the construction of new buildings as inappropriate in the Green Belt. However, a number of exceptions are made to this, one of which being the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building.
- 9.4 Saved Policy 18 of the local plan (2004) states that the development of a range of dwellings in size and type will be encouraged, paying regard to the need to provide accommodation for new, small households. Saved Policy 19 allows provision for conversions to take place in selected small villages in the Green Belt. Policy CS6 of the Core Strategy also states conversions of houses are permitted in selected small villages within the Green Belt.
- 9.5 From the above, it is considered that the proposal is acceptable in principle.

### Impact on Green Belt

- 9.6 Paragraph 145 of the NPPF (2019) permits the extension and alteration of existing buildings within the Green Belt provided that it does not result in disproportionate additions.
- 9.7 The single storey extension would measure 5.6m in depth with the two storey element measuring 5.45m in depth. However, it appears the footprint would be largely positioned on top of the footprint of existing ground floor additions.
- 9.8 Furthermore, it should be noted that the property received planning permission for the construction of a two storey rear extension in 2017 (4/01122/17/FHA). The case officer report for this application stated:

*“The proposed extensions would result in an increase on the existing floor space of some 27.2%. When considered against the original floor space of the dwelling, the increase is 62.7%. Whilst this is considerably above the 30% increase allowable under Policy 22, the following factors should be taken into account:*

- *Flexibility can be given on the basis of not being in an isolated location.*

- *The site is within the built up core of Chipperfield where there will be limited harm to the perceived openness of the Green Belt.*
- *The other end of the terrace has been considerably extended in the past.*
- *Martlets has already been extended to the rear by 27.6% and the proposed replacement extensions would not significantly extend beyond the footprint of these pre-existing extensions. The only material difference is in the addition of the first floor”.*

- 9.9 The case officer for this application considered that there would be no material harm to the openness of the Green Belt.
- 9.10 The present application is almost identical in size and form to those already approved. There would be a modest increase in volume and floor space at the first floor but this would not lead to harm to the Green Belt. It should also be noted that the NPPF (2019) does not refer to a 30% increase figure. While floor space can be an indicator of whether additions are proportionate, other factors such as scale, bulk and massing should be looked at. The extension would be partly located on the footprint of an existing ground floor addition, as well as infilling an area between this addition and a neighbouring property's addition.
- 9.11 For the reasons above, it is considered that the proposal is acceptable in the context of Policy CS5.

#### Impact on the Conservation/Surrounding Area

- 9.12 The building is locally listed and located within the Chipperfield Conservation Area. Policy CS27 seeks to protect the integrity, setting and distinctiveness of designated and undesignated heritage assets. Policies CS10, CS11 and CS12 all place an emphasis on development respecting the character and appearance of the surrounding area.
- 9.13 The Conservation Officer noted that the application proposes to extend the property in a very similar manner to those previously approved. Overall, it was considered that the proposals would preserve the character and appearance of the Conservation Area. It was seen that the positioning of one of the bin stores to the frontage was unfortunate. However, details of this will be conditioned to ensure a satisfactory design/appearance for this.
- 9.14 Bricks, flint work, mortar, slates and rainwater goods would be conditioned to match the existing. Details of joinery and finish as well as roof lights would be subject to pre-commencement conditions.
- 9.15 The extensions are located to the rear of the property and would not be prominent in the surrounding area. While there would be a slight protrusion to the side of the property, this again would occur towards the rear and would not appear as a bulky addition when viewed from the common.
- 9.16 It is noted there would be an increase in density as a result of the application but it is considered no material harm to the surrounding area would occur as a result of this. As assessed above, the extensions, being constructed to accommodate the conversion, would not have a detrimental impact on the surrounding Conservation Area. Therefore, the increase in density in itself would not be considered to be harmful. Saved Policy 21 states that densities will generally be expected to be in the range of 30 to 50 dwellings per hectare. The proposal would result in a density of 34.4 dwellings per hectare, at the lower end of the expected range.

- 9.17 As such, the proposal would not have a detrimental impact on the locally listed building or the Conservation Area.

#### Impact on Residential Amenity

- 9.18 The application would comply with Saved Policy 19 and also the Nationally Prescribed Space Standards with respect to the internal space of the units, although the LPA has yet to adopt these.
- 9.19 House A would have two double bedrooms and would have an internal floor area of 92 square metres. This exceeds national space standards for a two-bedroom, four person dwelling over two storeys (minimum of 79 square metres required under the national standards).
- 9.20 House B would have one double bedroom and would have an internal floor area of 61 square metres, exceeding national space standards for one-bedroom, two person dwelling over two storeys (minimum of 58 square metres required under national standards).
- 9.21 House A, the two bedroom unit, would have a rear garden depth of 18.6m which would exceed the 11.5m standard as set out in Saved Appendix 3 of the Local Plan (2004). House B, the one bedroom unit, would have a garden depth of 9m (not including the shed). While this is slightly below the standard, the site is within walking distance to The Common, accessible open space. Thus, the 9m depth in this instance is considered acceptable.
- 9.22 The application approved in 2017 (application ref. 4/01122/17/FHA) was supported by a Sunlight Assessment prepared by Herrington Consulting Limited which concluded that the two-storey rear extension would not have a harmful impact on the receipt of light at the neighbouring property Little Cottage.
- 9.23 Given the proposed two storey rear extension is identical in depth, form and height to that approved previously it would not have an adverse overbearing impact on the occupiers of Little Cottage or impact adversely on the receipt of light. The single storey element of the extension would only protrude further than the build line of this property by approximately 0.5m
- 9.24 It is considered the proposal is acceptable in terms of residential amenity.

#### Impact on Highway Safety and Parking

- 9.25 The proposal would introduce 1 two bedroom unit and 1 one bedroom unit. Under Saved Appendix 5 of the Local Plan (2004), 2.75 car parking spaces would need to be provided for this development. 3 parking spaces would be provided and thus the standard would be exceeded.
- 9.26 Hertfordshire County Council Highway Authority have no objection to the proposal, noting that no new or altered vehicular or pedestrian access is proposed to or from the public highway and no works are required in the highway.
- 9.27 The land directly in front of the proposed parking and turning area is already used as an informal parking area by both the applicant and patrons of the Village Hall. This area is currently common land and is outside the application site. The issue of access rights would be a legal matter outside the remit of planning and as noted is not required to meet the parking requirements for this development.

#### Community Infrastructure Levy (CIL)

9.28 The development would be CIL liable and so contributions would be sought with regards to this in accordance with Policy CS35.

## 10. CONCLUSION

10.1 Overall, the application is considered to not have a detrimental impact on the openness of the Green Belt, Conservation Area, the Locally Listed Building or on the residential amenity of surrounding neighbours. The subdivision of the units would also maintain an acceptable level of amenity for the future occupiers. Similar extensions have been approved in 2017 and the internal subdivision of the units would not have an adverse impact on the character of the surrounding area. An acceptable level of car parking spaces would be provided. The proposed development is thus considered acceptable in the context of national and local Policies CS5, CS12 and 13 of the Core Strategy.

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

**256 pa2.05 Rev B  
256 pa2.06  
256 pa2.07  
256.pa2.08  
256.pa209**

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

3. **The bricks, flint work, mortar, slates and rainwater goods to be used in the construction of the external surfaces of the development hereby permitted shall match the existing building in terms of size, colour and texture.**

**Pre cast flint work panels shall not be used.**

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

4. **No development (excluding demolition/ground investigations) shall take place until joinery and finish and roof light details 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).

5. **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;
- o minor artefacts and structures (e.g. furniture, play equipment, signs, refuse or other storage units, etc.); and

**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 5 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 similar 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).

6. **No construction of the superstructure shall take place until details of the provisions for the storage and recycling of refuse have been submitted to and approved in writing by the Local Planning Authority. Such provisions shall be made/constructed prior to the first occupation of the building(s) and shall thereafter be made permanently available for the occupants of the building(s) unless further written approval for an alternative scheme is gained from the Local Planning Authority.**

Reason: To safeguard the residential and visual amenities of the locality, protect the environment and prevent obstruction to pedestrian movement in accordance with saved Policy 129 of the Dacorum Borough Local Plan (2004) and Policy CS29 of the Dacorum Borough Core Strategy (2013).

7. **Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or re-enacting that Order with or without modification) no development falling within the following classes of the Order shall be carried out without the prior written approval of the Local Planning Authority:**

**Schedule 2, Part 1, Class A, B, C, E**

Reason: To enable the Local Planning Authority to retain control over the development in the interests of safeguarding the residential and visual amenity of the locality in accordance with Policies CS12 and CS27 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 of the National Planning Policy Framework (2019).

8. **Prior to the first occupation of the development hereby permitted the proposed on-site car parking areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.**

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy CS12 of the Core Strategy (2013) and Saved Appendix 5 of the Local Plan (2004).

#### **Informatives:**

1. Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.
2. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence.  
Further information is available via the website:  
<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.  
  
Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.  
  
Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.
3. In the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England.

#### **APPENDIX A: CONSULTEE RESPONSES**



Consultee	Comments
<p>Chipperfield Parish Council</p>	<p>20/00887/FUL Martlets. The Common, Chipperfield</p> <p><b>ObjectionCounty</b>  <b>Density of Development</b>  This is a sensitive site in the centre of the village and is within the conservation area. Two dwellings on a site of 533m<sup>2</sup> equates to a density of 37.5 dwellings per hectare which is not appropriate for this location.</p> <p><b>Vehicular Access</b>  Vehicular access is via a claimed ROW across part of Chipperfield Common. This right is being checked with DBC legal team. There has never been vehicular access into the existing site even though there are gates making it appear to have vehicular access. This access, if proved, is shared with pedestrian &amp; vehicular access to the Village Hall (VH). The VH access is for emergency use, for disabled access and is used (on short stay basis) for hall users setting up for events and activities. This shared access is critical for the proper functioning of the VH and therefore CPC does not support a widened access into the proposed scheme's parking area. We further suggest that, if granted, a condition be applied to prohibit parking other than within the application site curtilage.</p> <p><b>Parking</b>  The applicant acknowledges that the proposed parking provision is below DBC standard. This site is close to the busiest part of the village and has frequent parking issues at school times, evenings and weekends (and often throughout the day). One space per dwelling is not adequate. CPC is consistent on the issue of parking provision in all residential applications in the village and requests 1 space per bedroom subject to a minimum of 2 spaces. This means 2 spaces per dwelling for this application which could easily be accommodated by extending the parking provision into the retained land coloured blue.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>The proposed development is not for a change in land use and will not involve significant ground works. It is, however, close to land with a potentially contaminative land use history and so the following informative is recommended.</p> <p><b>Land Contamination Informative</b></p> <p>In the event that ground contamination is encountered at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority with all works temporarily suspended until a remediation method statement has been agreed</p>

	<p>because, the safe development and secure occupancy of the site lies with the developer.</p>
<p>Hertfordshire Ecology</p>	<p>The proposed application from an ecological aspect is similar to the application which has already been approved (ref 4/01122/17/FHA) and I advise, as with the previous application, the inclusion of an Informative for bats with any consent granted. I have suggested text below:</p> <p>"In the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England."</p> <p>I do not consider there to be any other ecological issues with this proposal.</p>
<p>Hertfordshire County Highway Authority (HCC)</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><b>CONDITIONS</b></p> <p>1. Provision of Parking: Prior to the first occupation of the development hereby permitted the proposed on-site car parking areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.</p> <p>Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p><b>HIGHWAY INFORMATIVES</b></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.</p> <p>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>

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 <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

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 <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

**ANALYSIS:**

This application is for: Demolition of existing side extension. Creation of new semidetached 3 bed property

The development site is on The Common, which is an unclassified local access road with a 30mph speed limit. There have been no accidents involving personal injury in the vicinity of the site in the last 5 years.

**ACCESS:**

The site is currently accessed via a private driveway off The Common. No new or altered vehicular or pedestrian access is proposed to or from the public highway and no works are required in the highway.

**PARKING:**

The proposals include the provision of one car parking space for each property.

**WASTE COLLECTION:**

Provision has been made for an on-site refuse/recycling store within 30m of the dwelling, which is acceptable.

**CONCLUSION**

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

Trees & Woodlands (DBC)	According to the information submitted no trees of significant landscape value or amenity will be detrimentally affected by the development. Subsequently I have no objections to the application being approved in full.
Conservation & Design (DBC)	<p>Martlets is a 2-storey 19th century decorative flint and brick built cottage, formed from 2 cottages which were originally part of a terrace of 4 properties. The roofs are slate and contain substantial brick stacks, the barge boards to the eaves are decorated. The terrace is set back from The Common but forms a group with the nearby Old School Cottages and is considered to make a positive contribution towards the character and appearance of the Chipperfield Conservation Area in which it lies.</p> <p>In 2017 consent was given for demolition of existing single storey rear extensions and construction of a 2-storey and single storey rear extension to the rear of the property. The design and scale of the extensions was considered acceptable.</p> <p>The current application proposes extending the property in a very similar manner to that previously approved but then sub-dividing the extended property into two separate properties (1 1-bed and 1 2-bed). The side / rear extension has changed slightly in terms of its design and 2 dormers are now proposed instead of one, however it remains sufficiently subservient in terms of design and scale.</p> <p>As such the extension and proposed subdivision to form 2 small dwellings will preserve the character and appearance of the Chipperfield Conservation Area and is considered acceptable.</p> <p>A picket fence to match existing would subdivide the existing front garden area however the smaller area of newly created front garden would be dominated by a bin store which is regrettable, can this be improved upon?</p> <p>The retention of / continuation of picket fence to the front boundaries is acceptable.</p> <p>The creation of a parking area is fine in principle but should it should be ensured this is carried out in a sympathetic manner, details to be submitted.</p> <p>The area of garden behind the proposed new parking area looks to be subdivided off from the rear garden of Martlets? Why?</p>

	<p>Whilst the scheme is considered to preserve the character and appearance of the Chipperfield CA the size / position of the bin store within the small front garden of one of the newly created separate dwellings is unfortunate and it would benefit the CA and setting of these cottages if this proposed bin store could be relocated / improved upon.</p> <p>If approved I would recommend the following conditions:</p> <p>Bricks, Flintwork, mortar, slates, rainwatergoods to match existing. Pre cast flintwork panels would not be acceptable. Joinery details and finish, rooflight details subject to approval.</p> <p>Details of hard and soft landscaping to be submitted for approval</p> <p>Also recommend PD rights are removed.</p>
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## APPENDIX B: NEIGHBOUR RESPONSES

### Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
10	1	0	1	0

### Neighbour Responses

Address	Comments
<p>3 Old School Cottages</p> <p>The Common Chipperfield Kings Langley Hertfordshire WD4 9BS</p>	<p>Planning objection</p> <p>The current application to convert the dwelling in to two cottages will have important consequences for the parking situation at the rear of the Old School Cottages and the Village Hall. Unlike the planning application in 2017 this current proposal will permanently reduce the public parking available from four places to three in order to allow necessary access at all times to the parking positions allocated for the two cottages within the boundary of the Martlets.</p> <p>Should a member of the public, park in the fourth space this would effectively deny access in and out of the two proposed properties and therefore it would be necessary to convert this parking position into an access road to the properties.</p> <p>Although Mr Nistorel claims to already have access rights to his property over the car park, we understand that the whole car parking area is common land and does not belong to any single property. It is currently parked on regularly by members of the public and especially by users of the Village Hall. Any scheme that reduces this capacity will be a loss to an important village amenity.</p>

	<p>The proposal also has the potential to create parking congestion and a serious loss of ability for parked cars to manoeuvre in and out of this limited car park area. This could be very significant for larger vehicles catering for events in the village hall and emergency vehicles.</p>
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