



DEVELOPMENT CONTROL COMMITTEE
Thursday 17th December 2015 at 7.00 PM

ADDENDUM SHEET

5.01

4/01132/15/MOA - OUTLINE APPLICATION FOR THE CONSTRUCTION OF RETAIL FLOORSPACE (Use Class B1) MEASURING 12,503 sq. m, OFFICE FLOORSPACE (USE CLASS B1) MEASURING 3,004 sq. m, RESTAURANTS MEASURING 650sq. m, AND ASSOCIATED CAR PARKING, ACCESS AND LANDSCAPING WORKS

LUCAS AEROSPACE LTD, MAYLANDS AVENUE, HEMEL HEMPSTEAD, HP2 7DF

- (i) Further discussion has taken place in respect of the proposed highway works/contributions to ensure that such are CIL compliant, the wording of the Recommendations has thus been altered to read:

Recommendations

1. That in accordance with paragraph 5. (1) of the Town and Country Planning (Consultation) (England) Direction 2009 the application be **REFERRED** to the Secretary of State (DCLG).
2. In the event that the Secretary of State does not call in the application that the application is **DELEGATED** to the Group Manager - Development Management & Planning with a view to approval subject to the completion of a planning obligation under s.106 of the Town and Country Planning Act 1990 and the draft list of conditions below.
3. That the following Heads of Terms for the planning obligation be agreed:
 - The implementation of the junction improvement scheme as shown on drawing no. CIV-14164-SA-00038-A03 to address the immediate impacts of the proposed development on the local highway, or the provision of a financial contribution, equal to the cost of these works (to be agreed with HCC)

- Provision of a Travel Plan
- Provision of Fire Hydrants
- Financial contribution towards Maylands Public Realm - £166,984.60
- To secure compliance with the retail conditions that preclude the sale of the following goods:
 1. Clothing and Footwear
 2. Jewellery and fashion accessories,

other than as permitted by Draft Conditions 9, 10 and 11.

(ii) Correction to numbering in draft conditions as follows:

26 Petrol/oil interceptors shall be fitted in all car parking/washing/repair facilities.

Reason: To prevent oil-polluted discharges entering local watercourses in accordance with Policy CS32.

(iii) Further objection from GR Planning on behalf of Aberdeen Asset Management Plc)

I refer to the above application and my clients (Aberdeen Asset Management Plc) objections dated 10th June 2015 and 15th July 2015. I note that the application is now being reported to Committee with a recommendation to approve. Having discussed your Committee Report with my clients they have asked me to reiterate their objections to this application.

In summary, we disagree with your findings and those of your retail advisors and remain firmly of the view that the development will result in a “*significant adverse impact*” on Hemel Hempstead Town Centre (HHTC). In the absence of any material benefits to mitigate this harm, planning permission should therefore be refused in line with paragraph 26 & 27 of the NPPF. The evidence to support this conclusion is to be found in our objections dated the 10th June and 15th July (as well as our representations dated the 2nd November 2015 to PINS in relation to the Jarman Park appeal).

However, having considered your Committee Report we would be grateful if you could also draw the following additional points to the attention of Committee Members:

The 2nd paragraph of the 'Summary of Reasons to Grant' in your Committee Report suggests that the cumulative impact on HHTC of this application and the Jarman Park scheme would be acceptable and infers that this reflects the findings of PBA. The latter is clearly incorrect in that PBA conclude in their November 2015 assessment that only one of the schemes should be permitted as the cumulative impact would result in "*significant adverse impact*" (paragraphs 6.3.1 & 6.3.5). This should be clarified to Members and if the 'Summary' represents Officers views then similarly any Addendum to the Report should explain why Officers take a different view on cumulative impact to that of PBA.

No analysis has been undertaken by PBA of the detailed criticisms we raised in relation to the Savills assessment or our own estimates of impact on HHTC - which concluded that it will lose a minimum of £17.0Million of comparison turnover to this development as well as the turnover that is generated from 'linked purchases'. We have consistently requested that our objections be forwarded onto PBA, but only the representations from 'Hightown' are considered by PBA (in Section 3 of their November 2015 assessment)

There is a lot of discussion about the proposed development providing a different qualitative offer and store formats, ignoring the more significant point that it is the goods that they will be able to sell that is the main issue here in that even with the proposed goods restrictions the new units will be able to sell a variety of goods that underpin the turnover and vitality and viability of HHTC

Chase & Partners conclude (paragraph 7.6 of their 2015 assessment) that the proposed goods restrictions will only "*limit*" those retailers that are able to trade from both the town centre and new development and will only offer "*some*" protection to the Town Centre, i.e. the restrictions will not and cannot mitigate for the "*significant adverse impact*" that will result

The Applicants confirm that one of the Units will be occupied by Next @ Home selling their traditional clothing & footwear range from some 1,550 square metres of the proposed development in direct competition with the same offer available in its town centre store – the same applies to the intended sports fashion retailer – undermining confidence surrounding the continued presence of those and similar retailers within HHTC

PBA conclude (Table 7 of their November 2015 assessment) that some 20% of HHTC's comparison turnover is attributed to the sale of 'recreation' goods which the proposed goods condition does not restrict. Similarly, that 25% of the Town Centres turnover is taken up by the sale of 'health & beauty' goods which the suggested restriction on the sale of toiletries and cosmetics will simply not be sufficient to preclude

Paragraph 5.5.7 of the November PBA assessment acknowledges that even with the proposed goods restrictions there is the potential for a "*large swathe*" of existing comparison retailers within HHTC to relocate to this new development (as well as the Jarman Park scheme)

All of these are points that your Committee Report fails to draw attention to and are of significant importance to Members in reaching a conclusion on retail impact. The proposed development will result in a "*significant adverse impact*" not only on the

vitality and viability of HHTC but also on investor confidence within the Centre, both in terms of investment committed to date and that which the Centre will require in the future to maintain its vitality and viability and grow at the same time. In this respect, my clients have asked me to remind Members that the Council own the Riverside Shopping Centre freehold with the rent that is paid being related to the centre's rent roll.

5.02

4/01679/15/MOA - PROPOSED RESIDENTIAL DEVELOPMENT COMPRISING 25 HOUSES (4 X 4 BED 10 X 3 BED AND 11 X 2 BED) WITH GARAGING, PARKING AND NEW ESTATE ROAD - OUTLINE APPLICATION WITH ALL MATTERS RESERVED EXCEPT LAYOUT AND ACCESS.

LAND R/O 71 - 87A AND, 89 SUNNYHILL ROAD, HEMEL HEMPSTEAD, HP1

Additional Consultation Responses

Highway Authority - **Swept Path Assessment** – The swept path assessment provided is sufficient evidence to support that there is adequate space at the end of the development access road for a refuse vehicle of 9.93m length to turn around safely.

Visibility Splays – It appears that the visibility splays have not been drawn to the standards set out in Manual for Streets 1 ... the visibility splays on a curved road should be drawn to the point along the kerb-line that is a specified y-distance along the curve of the kerb-line. It is evident that the visibility splays are achievable; however, the revised visibility splays will need to be provided on the drawing.

Site layout – I've looked at the revised layout compared to the original site layout and found that the only notable change is to the frontage of unit 14/15. The frontage of unit 14/15 has been taken back to provide a wider and more suitable kerb-line along the south side of the road. Additionally, they've provided appropriate evidence that a refuse vehicle is capable of manoeuvring at the end of the dead end road to turn around at the location of the revised kerb-line. The changes that were made to the site layout are therefore considered suitable.

Herts & Middlesex Badger Group - I was made aware of this planning earlier in the week and I visited the site on the 9th December 2015. I have known the existence of several setts around the proposed development site for more than 10 years. The sett I am concerned with is the one approximately 10 meters from the southwest boundary of the development site which has at least 4 currently active holes and 3 more disused. There are other setts to the west of the site on the edge of the allotment and another at the bottom of the Old Bakery which Dacorum Council part owned when I visited a number of years ago to offer advice on the sett at the bottom

of the garden. I am not sure of the house number of the Old Bakery and potentially this could be within a few meters of the eastern site boundary this would need checking out as a licence may be required for any work carried out here or close to southwest boundary. The sett on the southwest boundary was the only sett visited yesterday 9th. An **independent** survey of the eastern boundary should be carried out by either us or Hertfordshire Ecology to determine if the sett at the Old Bakery is still active.

Badgers obviously use this site to forage given the number of paths on the allotment coming or going to it. A number of things should be written into the planning consent if given such as no work to be carried close to either sett between 1st December and 1st July this would be automatic if a licence was required. Any trenches deeper than a metre should be covered at night shallower trenches should have means of escape if anything falls in.

I spoke to several allotment holders yesterday and a number of them had seen slow worms on their allotment and after contacting Hertfordshire Ecology they told me that there would be reasonable potential for reptiles to be on the site given that the allotment is directly adjacent. I am not an expert on reptiles but I think a survey by someone who specialises in them given that the ecologist who wrote the report failed to find /or mention the existence of one active sett possibly two which is considerably larger than a slow worm.

Herts & Middx Wildlife Trust - It has been reported to the Trust that there is a population of Slow Worms on the neighbouring allotment. The HERC do not hold records of Slow Worms in this area but that does not mean that they are not there. An absence of records is not proof of absence. If present, Slow Worms should be taken into consideration in the planning process as required by NPPF and ODPM circular 06/05. ODPM circular 06/05 (para 99) is explicit in stating that where there is a reasonable likelihood of the presence of protected species it is essential that the extent that they are affected by the development is established before planning permission is granted, otherwise all material considerations cannot have been addressed in making the decision.

The suitability of the habitat, the testimony of a local resident, the lack of reptile survey and the threats to a population should they be present, mean that there is a reasonable likelihood that they may be present. Therefore a Slow Worm survey is required - or as a minimum a worst case scenario mitigation plan to ensure that the legislation protecting Slow Worms is not breached by the proposals.

Additional Neighbour Representations

Ward Councillor - I intend to speak at the Committee on behalf of the residents but I thought I would raise one item with you on the report as it is still outstanding – namely the contribution to the bus stops in Warners End Road. I fear HCC Planners did not look at the timetables on those 2 bus stops – there is just one bus each way, and weekdays only! It is the X31. This has been the situation for some years now. The other buses serving Gadebridge/Warners End go along Gadebridge Road and Boxted Road, thus missing out that part of Warners End Road. The bus stops in Warners End Road before Gadebridge Road (coming from the town centre) both

have bus laybys. So maybe the contribution mentioned in your report would be better spent on a different project? (for the benefit of Boxmoor of course!)

Additional Considerations

In response to the Highway Authority's advice that the visibility splays are incorrectly shown on the highway consultants plan, the requirement to demonstrate satisfactory visibility has been added to Condition 21.

A Stage 2 Road Safety Audit has in the last week been submitted by the applicant. This is still under review by the Highway Authority and any comments received will be reported at the meeting. However, in the mean-time, it is recommended that details be submitted by Condition (see Condition 18) as requested by the Highway Authority in their initial comments.

With regards to the Highway Authority's request for financial contributions to road infrastructure and sustainable transport measures, the Council's CIL officer has confirmed that the financial contribution of £27,000 towards improvements to the roundabout at the junction of Warners End Road, B487 Queensway and A4146 Leighton Buzzard Road, cannot legitimately be sought through s106 in this case as it is a strategic project that features in the Infrastructure Delivery Plan and should therefore be funded more generally through CIL. The requested contribution of £8,000 to the upgrading of two bus stops in Warners End Road is however considered legitimate to secure through a s106 planning obligation in this case on the basis that it is necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development. It is therefore recommended that the heads of terms be amended accordingly. In consideration of the reduced costs of £27,000 falling on the applicant, and bearing in mind the Council's concerns regarding the amount of affordable housing contribution, and the fact that the provision of affordable housing is a key corporate priority, we have asked the applicants to confirm that they would be agreeable to a commensurate increase in the affordable housing contribution of £27,000 to £190,500. The applicant's agent has confirmed in a telephone conversation on 16/12/15 that E.J. Waterhouse & Sons Ltd is agreeable to this if planning permission is granted.

In response to the Ward Councillors comments regarding buses, the Highway Authority has advised that "as long as buses run to the stops we are always looking to make them more attractive for passengers. We aren't seeking to build laybys for the busses but to make the stops more comfortable for passengers to use by lifting the kerbs so that they match door thresholds better. They may also get shelters if they do not have them and there is space." It should also be noted that to be CIL compliant, any request for contributions needs to be directly related to the development, which is not clearly the case with the stops mentioned.

In response to the late responses from the Ecology Groups to the potential existence of badgers and slow worms close to the site, the applicant's consultant Hone Ecology has undertaken a further survey on Monday 14th December 2014. It is reported that the initial survey was confined to the application site. The additional visit was widened to encompass the adjoining allotments and wooded area to the north of the site. Evidence of a fox earth in the wooded area was identified, and an

active badger sett within a garden immediately south of the site. However, direct access by badgers into the application site is prevented by a metal fence put in place for dogs, although a run was identified leading along the bottom of the allotment through a broken part of the fence of the western boundary of the site at about half way along the site. This is then leads along the wooded area of the site to the woodland north of the site. A badger set was also identified in the south western corner of the allotment. This sett was considered to be a significant distance from the site and outside the zone of influence.

It is concluded that no badger setts will be impacted by the development and that the area used by badgers for commuting will remain garden. To secure this, Hone Ecology recommends native hedgerows instead of fencing, and gaps to maintain the commuting route, backed up by the production of a leaflet for residential occupiers. It also recommends that prior to development an ecologist will check for any possible new badger setts, with an appropriate mitigation plan and licence from Natural England if necessary.

Providing the above mitigation measures are implemented it is considered that there would be no impact on badger setts. An amendment to Conditions 6 and 28 is recommended to secure the above.

With regards to slow worms, these are European Protected Species, protected by the Wildlife & Countryside Act 1981 (as amended). Hone Ecology confirm that the allotment site is perfect habitat for slow worms but that the development site provides limited opportunity for slow worms and other reptiles as it is heavily lacking in basking areas. In view of the above, Hone Ecology have advised that a reptile survey is not recommended but that as a best practice precautionary measure during works on site, a reptile proof fence will be erected along the south western and northern boundary with a buffer zone of mown grassland. The position of the fence is shown on figure 1 within the Ecologist's report and it is recommended that this measure be secured by an amendment to Condition 28.

Amended Conditions

6. The details to be submitted for the approval of the local planning authority in accordance with Condition (1) above shall include:

- **hard surfacing materials, which shall include the footpath and carriageway;**
- **means of enclosure, which shall include enclosure to prevent private access to Hemel Hempstead Footpath 24 from the site, and native hedgerows with gaps to maintain the badger commuting route as recommended in the report by Hone Ecology (Ref No. E1450 141215) dated 14th December 2015;**
- **soft landscape works which shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants (to include structurally diverse habitat and local species of provenance), noting species, plant sizes and proposed numbers/densities where appropriate;**
- **measures for biodiversity enhancement, including swift and bat boxes;**

- programme of management for the soft planting;
- proposed finished levels or contours;
- external lighting;
- secure cycle storage facilities for those dwellings without garages;
- back-up generator;
- pedestrian handrail;
- minor artefacts and structures (e.g. furniture, refuse or other storage units, signs etc.);
- proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines) including heating strips, indicating lines, manholes, supports etc.;

The approved landscape works shall be carried out prior to the first occupation of the development hereby permitted. The trees, shrubs and grass shall subsequently be maintained for a period of five years from the date of planting and any which die or are destroyed during this period shall be replaced during the next planting season and maintained until satisfactorily established.

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Policies CS10, 11, 12, 13 and saved Policy 100 of the Dacorum Borough Local Plan 1991-2011.

28. The development shall be carried out in accordance with the recommendations contained within the approved Extended Phase 1 Ecological Habitat Survey Report and additional letter report from Hone Ecology (Ref No. E1450 141215) dated 14th December 2015. Prior to development (including demolition) the protective reptile fencing shown on Figure 1: Phase 1 Habitat Plan, within the latter report shall be erected and maintained for the whole period of site works.

Reason: To minimise impacts on biodiversity and incorporate positive measures to support wildlife in accordance with Policy CS29 of the Dacorum Core Strategy September 2013.

Recommendation

As per the published report, subject to the addition of the following Head of Term:

- Financial contribution of £8,000 towards the upgrading of two bus stops in Warners End Road.

5.03

4/00421/15/ROC - VARIATION OF CONDITION 4 (APPROVED PLANS) ATTACHED TO PLANNING PERMISSION 4/00866/13/FHA (EXTENSION AND ALTERATIONS).

BARNES CROFT, BARNES LANE, KINGS LANGLEY, WD4 9LB
Kings Langley Parish Council have noted the application.

Following on from the preparation of the Officer's report:

Because of the disparity between the agent's GEA measurement and the objector's measurement of the GEA it was considered necessary to encourage further discussion by organising a meeting between the agent and the planning consultant representing the objector.

The objector declined the opportunity of a meeting.

In order to try to resolve the disparity the Planning Officer made more detailed measurements by hand including all floor space in the current plans including the chimney breast but not the area under the porch (as not enclosed).

Planning officer's calculation: 262.3 square metres.

Agent's measurement (using CAD) was 260.9 square metres.

The objector's measurement was 274 square metres.

The 1.4 square metre difference between the Planning Officer and the Agent's figures is most likely the difference between the CAD measurement and a hand measurement.

Following this the objector's representative agreed that the Planning officer's measurements were acceptable but requested that the plans have all the key dimensions added. In response to this the agent provided an additional/ revised plan 1168/5D with dimensions added. Chris has also hatched the gross external floor areas and noted the areas of the hatches, which total 260.9 sq m as previously calculated and included in my Statement.

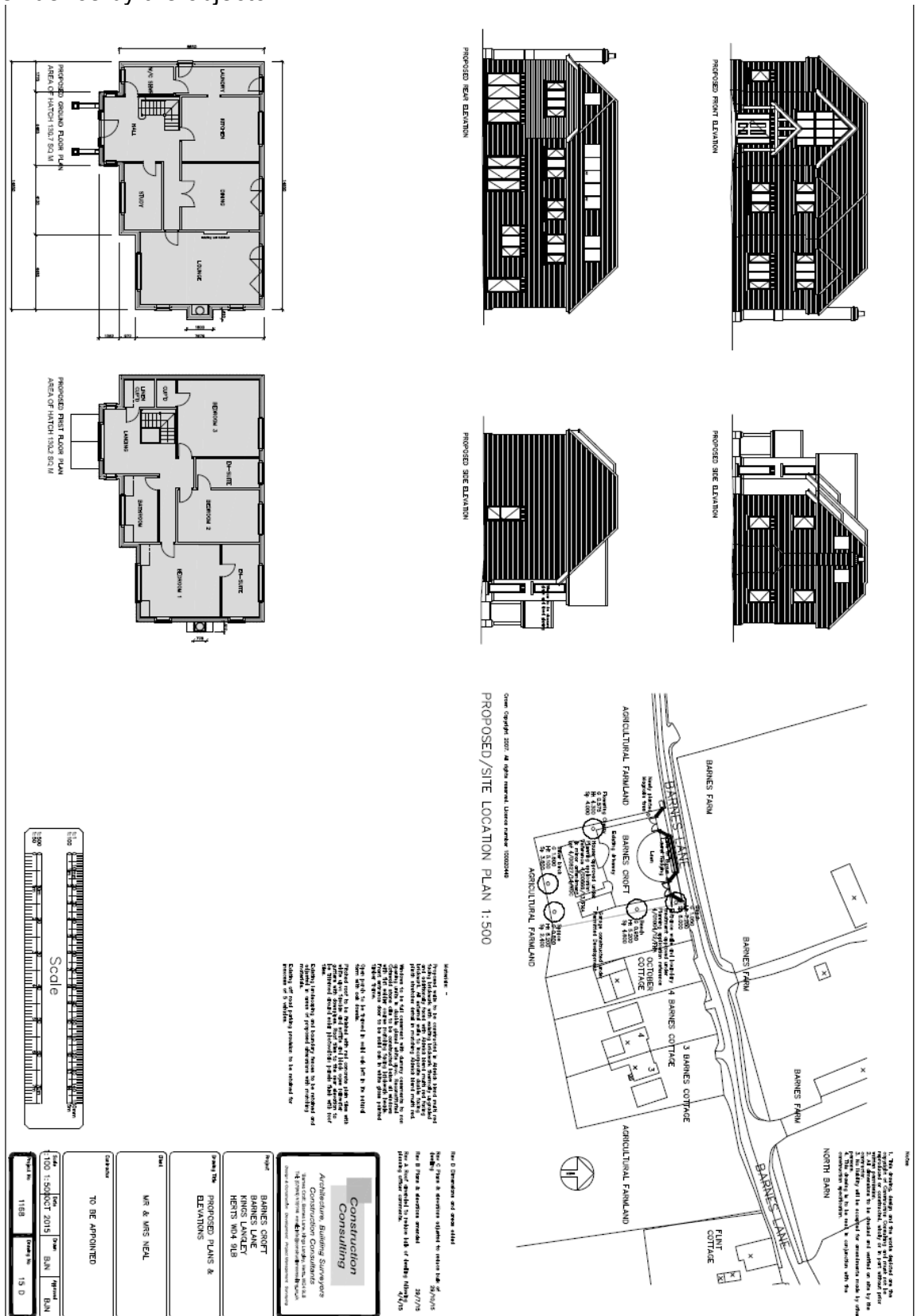
This plan will be shown to the committee via the slide show.

Additional comments from the Agent

NLPs letter dated 4 December 2015, shared with the members of the planning committee, is inaccurate:

- The application property is not "immediately adjacent" to October Cottage owned by the objector. There is a field between which is obvious from any inspection of the plans or the site.
- As demonstrated by the attached plan the gross internal floor area of the

proposed house is 260.9 sq m not 274 sq m as asserted without any evidence by the objector.



Recommendation

As per the published report with the addition of the plan 1168/5D showing the actual dimensions of the scheme as one of the approved plans and a condition added referring to that plan – for the avoidance of doubt.

5.04

4/00366/15/FUL - CONSTRUCTION OF A NEW STORAGE/CHANGING ROOM BUILDING

BERKHAMSTED CRICKET, SPORTS & SOCIAL CLUB, CASTLE HILL, BERKHAMSTED, HP4 1HE

Roofing Material: Use of Lead/Synthetic Lead roof covering as an Alternative to Faux Grass Covering

The Club has agreed to install a synthetic lead covering as an appropriate alternative. The Club has confirmed that there were several concerns surrounding a full lead covering focussing principally upon a significant cost beyond the means of BCC and the issue of security/theft on what is a single storey flat roof building.

Comment: On this basis the design issues have been fully addressed.

Report's Considerations: Residential Amenity

This should read:

'The use of the building as an ancillary facility to the main Clubhouse should ensure that the current harmonious relationship/ coexistence between the housing and sports facilities can be maintained, with no resultant harm to the residential amenity of the locality. This with regard to noise / disturbance and privacy'.

Representations

Three supporting representations from residents of Berkhamsted:

The proposal will bring greater and enhanced use of the existing facility, being an essential upgrade , especially for juniors playing cricket and football, with charitable and community benefits for the town and wider community and future generations.

There will be a lasting legacy through continued investment.

The design has been well thought out and is very complimentary to the surroundings.

Recommendation

As per the published report

5.05 + 5.06

4/02711/15/FUL + 4/02712/15/LBC - CHANGE OF USE OF FIRST FLOOR ACCOMMODATION AND GROUND FLOOR LOBBY, FROM B1 OFFICE TO C3 RESIDENTIAL, CREATING THREE SELF-CONTAINED FLATS

20 HIGH STREET, TRING, HP23 5AP

Recommendation

As per the published report

5.07

4/03614/15/ROC - VARIATION OF CONDITION 3 (APPROVED PLANS) ATTACHED TO PLANNING PERMISSION 4/02151/13/FHA (CONSTRUCTION OF NEW GARAGE)

ANNEXE AT, LITTLE MARTINS, BURY RISE, BOVINGDON, HEMEL HEMPSTEAD, HP3 0DN

Additional Neighbour Comments:

Green Fallow, Bury Rise

I write to formally object to the amended garage plan for the following reasons: the garage has been constructed and finished but is 0.5m higher, 0.5m wider, 0.2m deeper and 0.2m closer to the road.

Looking at the criteria as to how a decision is made on planning in relationship to this development I feel that I must comment on the following:

Proposed Use of the Development

Since the last six-garage development with playroom became an approved house with development rights in 2012 and Mr Tosar is a property developer, the residents are obviously concerned. Most garages are not built with extra lintels, doors and windows. Also the garages are in front of Little Martins Annexe, not Little Martins; this seems odd.

Consideration

Policy and Principle

The primary policy of interest is CS5 – the Green Belt. Residential extensions, including garages, are an acceptable form of small-scale development in the Green Belt – provided that it has no significant impact on the character and appearance of the countryside.

In relation to saved policy 22 – the Green Belt development such as residential extensions and detached garages will not be permitted unless:

- It is compact and well-related to the existing building in terms of design, bulk, scale and materials used
- It is well designed having regard to the size and shape of the site and retains sufficient space around the building to protect its setting and the character of the countryside
- It is not visually intrusive on the skyline or in the open character of the surrounding countryside
- It does not prejudice the retention of any significant trees and hedgerows
- It is limited in size.

Michael Davy, the case officer, wrote at the time:

Visual Impact

Bury Rise is characterised by large detached dwellings, many of which feature large prominent double garages set well forward from their respective dwellings and situated close to the highway. The proposed garage structure at Little Martins Annexe is no different in terms of

where it is situated within the site, well forward of the front elevation of Little Martins Annexe and close to the highway.

None of the garages in Bury Rise are closer than 8m to the road.

He also wrote that: 'Little Martins garage is no different to any of the others in the road and that the visual impact of the proposed garage is lower than most of the other garages in the road.

This is totally incorrect: there is no other garage closer than 8m to the road and all are discreet with low roof levels. None have a bright green roof. None restrict the ability of drivers to see or pass.

Summary

The application in the summary states that **the garage would be dug into the ground to reduce the perceived height** – the structure is higher than ground level and the builders had a lot of difficulty laying the block paving to adjoin the old because the gradient is so steep. The garage is not sunk at all. The screening is not softening it; it is like a forest because of its height and bulk. The roof is 0.5m higher than the original plan and is not sedum, it is bright green and as for 'reducing the maximum height of the structure in relation to the pitched roof garages, which are present along Bury Rise', it is as big as mine and mine had to be constructed 8m from the road for safety and had to have a 17° pitch roof (at great cost) to remain discreet.

Impact on Highway Safety

Historically, cars could pull into the in/out access on the drive of Little Martins; the new brick wall at the roadside now limits this. In order for two cars to pass the verge now needs to be mounted opposite the property and, despite the new double garage, the verge opposite is still also being used for parking purposes by both Mr Chan and his tradespeople; this further restricts passing.

Conclusion

This garage is not discreet, it is not dug into the ground, it is too close to the road, and it has ruined the street scene with its bright green roof. It needs to be 0.5m lower because it is a blatant contravention of the original plan and intention. It is as before an application, which could very easily morph into another structure once the old/new annexe gains another floor and joins onto the garage.

It contravenes section 22 – it is not compact and well related to the existing building, it is in front of the annexe. The design is not discreet, it is large and its scale is out of proportion to the street. It is the only structure built right against the road and at a height, which masks the vista. It does not protect the setting and the character of the road. It is intrusive on the skyline.

I enclose three photographs for reference.

Yours sincerely,



DESPITE HAVING THE LARGEST BLOCK PAVED DRIVE ON THE ROAD - MR. TOAL IS NOW CONSTANTLY PARKING HIS TWO VEHICLES ON THE VERGE. THIS REDUCES ACCESS IF TWO CARS NEED TO PASS



THE GARAGE IS NEVER USED - A CAR IS SOMETIMES PARKED IN FRONT OF IT. I ACTUALLY CONSULTED THE LEFT HAND DOOR UNUSABLE BECAUSE OF ACCESS AND



THE ONLY VEHICLE WERE THAT WAS STATIONARY
WAS A SPOT (FROM TO BARE) WAS A CAR.



PAUSED AT NIGHT WAS WERE - DARKNESS.
THE VEHICLE FELL AWAY INTO THE WERE - A CAR
WAS STATIONARY END OF THE TUNNEL.



As you can see - new section of wall to screen garage.

Not sure how you would get in and out of the left hand garage. Ht should be to be top of the garage door.

Clearly not smoker clearly wider + higher.

Screening danger - by reversing out - I have - you cannot see a thing.

Full Representations Received:

Bury Manor

Regarding the above Planning Application, a lot of concerns have been raised by the neighbours as most are aware of what happened a few years back when the applicant erected two double garages with garage doors and as if by magic some years later they turned into a two storey dwelling.


The erection of this new double garage has all the hallmarks of what happened to house number 2 and in time will become house number 3. The garage is heavily disguised with Laurels etc. to hide the unnecessary detail necessary for a double garage.

I appreciate that the garage is now constructed so I expect any application will be retrospective. My advice for what it is worth is to approve it but get the applicant to agree to and sign a 106 Agreement, preventing the use other than a garage. If he does not want to sign this then you know what his intention is; again my advice is to refuse it and pass it to Cora Watson and get him to build it to the original plans and location on site.

Regards

Goonhilly, Shothanger Way

I would like to endorse the letter I sent to the original planning application and would like to point out the glaring discrepancies between the original consent given and the resulting build.
All the dimensions have been exceeded and the result is an eyesore at least, but mostly a danger to traffic on Bury Rise
Two cars would be unable to pass without mounting the curb opposite this structure - in snowy weather this would result in the risk of a fall down the embankment into the wood.
Exiting the property (Little Martins) is dangerous- as a clear view of approaching downhill traffic is now blocked.
A Mr M Davey (case officer) states that garages on Bury Rise are all close to the road - I can only imagine that Mr Davey has never been to Bury Rise as not one house has a garage less than 5 M from the road. I believe that previous applications for garage construction were only approved if they had at least a 5M clearance from the road.
I would strongly urge the authorities to not grant this amendment plan - and also act on the illegal building in place.

Yours Sincerely 

Recommendation

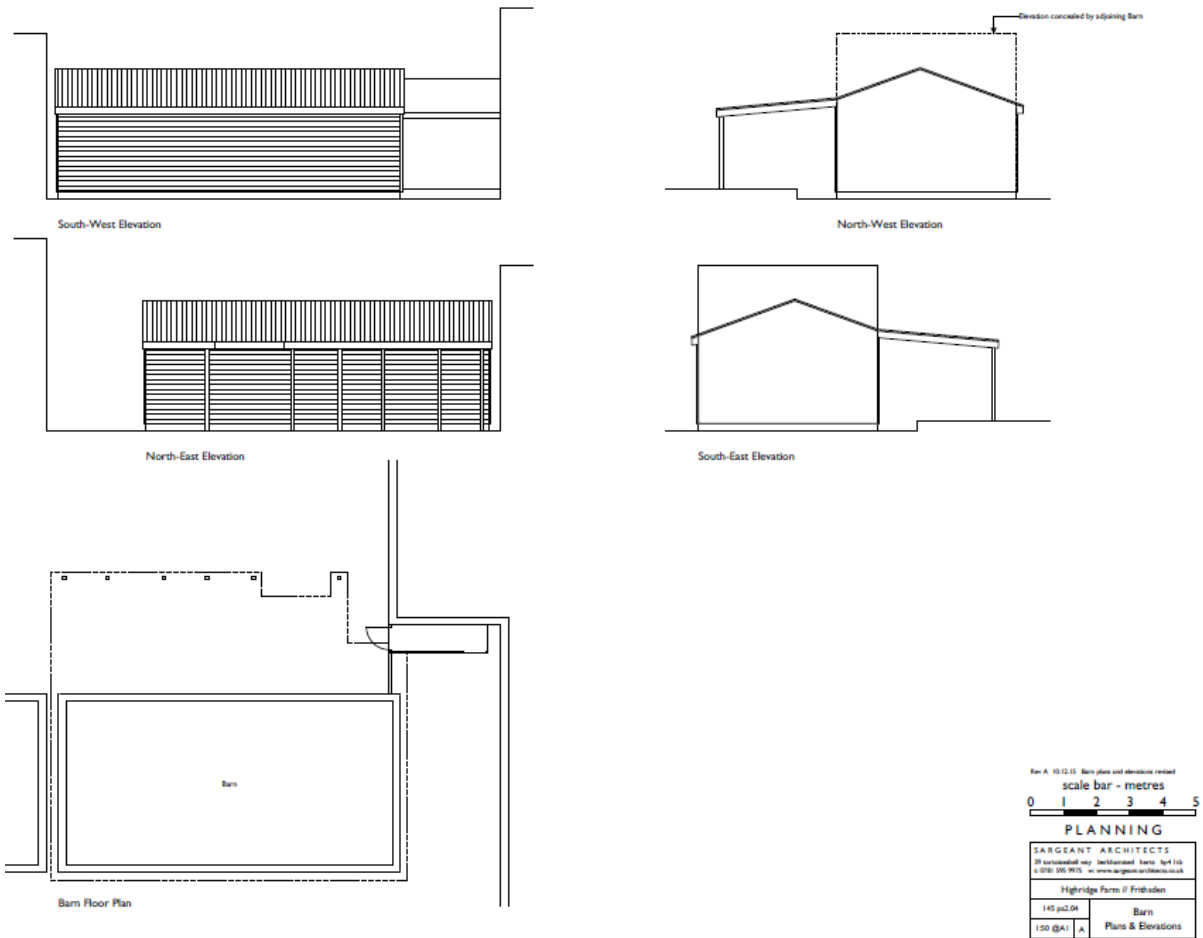
As per the published report

5.08

4/00862/15/FUL - REPLACEMENT OUTBUILDING ON SMALLHOLDING FOR STORAGE

HIGH RIDGE FARM, ROMAN ROAD, FRITHSDEN, BERKHAMSTED

Amended Plans (removal of windows and doors):



Recommendation

As per the published report

5.09

4/03034/15/FHA - RETENTION OF DETACHED SHED AND REPLACEMENT GATE AND SIDE FENCES

HOLLOW HEDGE, HOLLY HEDGES LANE, BOVINGDON, HEMEL HEMPSTEAD, HP3 0PE

Recommendation

As per the published report
