

**ITEM NUMBER: 5e**

<b>20/02125/RES</b>	<b>Submission of reserved matters on appearance, Landscaping, Layout and scale attached to planning permission 4/00783/17/OUT - Construction of two chalet bungalows with associated access, parking and amenity Space.</b>	
<b>Site Address:</b>	<b>Land For Development Love Lane Kings Langley Hertfordshire</b>	
<b>Applicant/Agent:</b>	<b>Mr Kevin Kelly</b>	<b>Mr Robert Whittle</b>
<b>Case Officer:</b>	<b>Briony Curtain</b>	
<b>Parish/Ward:</b>	<b>Kings Langley Parish Council</b>	<b>Kings Langley</b>
<b>Referral to Committee:</b>	<b>Contrary views of the Parish Council</b>	

**1. RECOMMENDATION**

That the Reserved Matters (access, appearance, layout and scale) Application be **GRANTED**.

**2. SUMMARY**

2.1 Outline planning permission was allowed at appeal for the construction of two detached dwellings on land to the western side of Love Lane, Kings Langley 4/00783/17/OUT. In allowing the appeal the inspector was satisfied that the site could accommodate two dwellings without harm to the street scene, the wider area or this part of the Green Belt. The principle of two new dwellings therefore is already established and this application deals solely with the details of the development.

2.2 The plans considered at outline stage were indicative only and as such Condition 1 required details of the proposed access, appearance, landscaping, layout and scale (the reserved matters) to be submitted to and approved in writing by the Local Planning Authority. This application seeks approval of all matters other than landscaping (which has been omitted from this application for submission at a later date).

2.3 The access, appearance, layout and scale now submitted relate well to the surrounding properties, are considered acceptable and would be appropriate as an in-fill development. Whilst the two buildings are fairly large they are comparable to the indicative plans (width, depth and height). The area is characterised by a variety of dwellings sizes and styles and in such a mixed setting the development would not appear out of keeping. The scale (height, width and depth) are appropriate to the surroundings and similar to the indicative plans before the Inspector. The historic hedgerow to the front of the site has already been removed and consent was not required for this.

2.4 The proposed details would ensure a satisfactory appearance to the development, would retain the low density, spacious feel of the area and as the details are considered to comply with Policies CS1, CS5, CS11, CS12 and CS27 of the Core Strategy 2013.

2.5 There is a public right of way to the front of the site which may require extinguishing/diverting. As the inspector noted; a separate legal order will be required to deal with the Rights of Way and as this is dealt with under separate legislation there is no reason to withhold planning permission on this basis. The plans have been amended to ensure there is no obstruction of the right of way (the garages have been omitted as they would have caused an obstruction) such that permission can be granted and the matters in relation to the RoW can then be addressed separately.

**3. SITE DESCRIPTION**

3.1 The application site comprises an open field which is generally rectangular in shape, located at the edge of Kings Langley village and lies within the Green Belt. The immediately surrounding area

is mixed in terms of use and building character. Land abutting the south and west of the site are dwellings with a low density rural residential character. To the east on the opposite side of Love Lane are residential properties which are suburban in character with a more formal layout fronting the street. North of the site is the entrance and associated grounds and car park to Kings Langley School (a major developed site in the Green Belt). The Kings Langley village boundary straddles Love Lane so that the application site, school and dwellings to the south and west of the site are outside of the boundary and within the Green Belt. Agricultural fields are located further west of the site.

#### **4. PROPOSAL**

4.1 This application provides details of the reserved matters (access, appearance, landscaping, layout and scale) required by condition 1 of planning permission 4/00783/OUT.

4.2 The dwellings would be accessed via a single vehicular access to the centre of the site, the dwellings would be one and a half storeys in height and located in a linear form across the site. The dwellings are of a similar size and scale to the indicative plans considered by the Inspector as part of the appeal.

4.3 The proposals have been amended during the course of the application to omit the detached garages. There is a Public Right of Way (PROW) which runs parallel with the front of the site and the garages as originally proposed obstructed this. The mass and bulk of garages together with the dwellings was considered excessive.

4.4 Details of the landscaping proposed to the front of the site have been omitted to avoid obstructing the RoW. An application will be made to divert or extinguish the Row and landscaping details will be submitted at a later date.

#### **5. PLANNING HISTORY**

##### Planning Applications

4/00783/17/OUT - Construction of two chalet bungalows with associated access, parking and amenity Space.

*REF - 5th January 2018*

4/02147/16/OUT - Construction of four chalet bungalows with associated access, parking and amenity space

*REF - 4th January 2017*

##### Appeals (If Any):

4/00783/17/OUT - Construction of two chalet bungalows with associated access , parking and amenity Space.

*ALW - 22nd March 2019*

4/02147/16/OUT - Construction of four chalet bungalows with associated access, parking and amenity space

*DIS - 12th December 2017*

#### **6. CONSTRAINTS**

Special Control for Advertisements

CIL Zone: CIL2  
Former Land Use (Risk Zone):  
Green Belt: Policy: CS5  
Heathrow Safeguarding Zone: LHR Wind Turbine  
Large Village: Kings Langley  
Parish: Kings Langley CP  
RAF Halton and Chenies Zone: Green (15.2m)  
Residential Area (Town/Village): Residential Area in Town Village (King Langley)  
SPD Zone 3  
EA Source Protection Zone: 3

## **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 (July 2021)  
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  
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

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2002)  
Planning Obligations (2011)  
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)  
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

## **9. CONSIDERATIONS**

### Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;  
The quality of design, impact on visual amenity, scale and appearance;

The impact on residential amenity; and  
The impact on highway safety and car parking.

### Principle of Development

9.2 Planning permission has already been granted for the construction of two detached dwelling houses. The principle of the development is therefore acceptable and not a matter for consideration in this application. This application is concerned only with the detail of the development.

### Quality of Design / Scale / Impact on Visual Amenity

9.3 The siting of the two dwellings differs from the indicative plans in relation to the allowed appeal, which saw the dwellings at right angles to each other. The layout now proposed is linear and sees the dwellings side by side across the site. Whilst this increases the built form across the site when viewed from Love Lane, both dwellings are set in from the common boundaries, occupy a fairly central position and as such have generous spacing around them to avoid a cramped or over developed feel. The linear forms sees both properties face Love lane and the layout is considered to relate well to the setting and surrounding street pattern. The proposed layout would have a physical and visual affinity with the linear development immediately opposite that is characteristic of Love Lane. Given the variety in the area and the section of Love Lane in which the application site is located a linear layout is considered acceptable and appropriate.

9.4 The size and scale of the dwellings proposed is similar to the indicative plans assessed as part of the appeal. The case officer at outline stage noted the overall building form would be a maximum of 40m wide and 22m deep. Whilst there are no scale bars on the plans, the dwellings at indicative plan stage were approximately 20m wide and 11m deep (based on estimations from the current plans). The proposed units are 17m (14m at first floor) and 12m deep at the deepest point. Whilst of different design the height of the dwellings now proposed is identical to the larger unit assessed by the inspector. The indicative plans showed a steep roof pitch with roof lights only. The plans now submitted retain the steep pitch but incorporate dormers to increase the floor area at first floor level. There is therefore additional mass and bulk at first floor level but this would not appear out of keeping in the area and would be set against the backdrop of existing development behind.

9.5 Whilst relatively large the Inspector noted that 'the area of one of mixed dwellings, sizes and styles. In such a mixed setting this is not out of keeping'. The scale of the units is considered acceptable and appropriate to the setting which see larger dwellings to the rear at Hill Farm.

9.6 The size, scale, height, mass and bulk of the dwellings is similar to the dwellings set out on the indicative plans but the design and materials differ. The introduction of pitched roof dormers relate well to the context, with many properties exhibiting gables of varying sizes and styles.

9.7 As well as being comparable to the indicative plans, the footprint of the dwellings is similar to that of surrounding existing developments and would be appropriate in their setting. Whilst the height exceeds that of the adjacent bungalow, the two units are set well back within the plot at over 16m from the footpath and furthermore they would be viewed against the backdrop of taller dwellings which were constructed as part of the Hill Farm development immediately behind such that they would not appear dominant or out of keeping.

9.8 The materials were conditioned as part of planning permission 4/00783/17/OUT and as such whilst annotated on the plans these do not form part of the current application. These must be submitted as part of a Details Required by Condition (DRC) application.

9.9 The site is in close proximity to the Kings Langley Conservation Area, such that the proposed dwellings will affect the setting of the Conservation Area. Policy CS27 and Section 16 of the NPPF place great weight on the preservation of heritage assets. The design of the dwellings is appropriate

to the setting and would not result in visual harm to the character, appearance or setting of this part of the Kings Langley Conservation Area.

9.10 The size, scale, design and siting of the two approved dwellings are all considered acceptable and would comply with Policies CS11, CS12 and CS27 of the Core Strategy 2013.

#### Impact on Residential Amenity

9.11 The siting and layout of the two dwellings together with their design will ensure no significant adverse impact on the residential amenities of surrounding properties with regard to light, privacy or visual intrusion. The dwellings are set well within the site and away from the common boundaries with all adjacent dwellings. To the south; Meadow Views is located approximately 8m away and is set slightly forward of the proposed dwellings. Given the separation distance the dwellings would not appear visually intrusive or overbearing and given the orientation would not result in significant overshadowing. There are no windows proposed to the side elevations that would result in any overlooking. The original plans proposed a first floor projecting balcony which would have permitted views to the side and over the rear garden and rear elevation of Meadow View. The balcony has now been omitted and replaced with a Juliette balcony which would not permit views to the side.

9.12 To the west are the properties recently constructed at Hill Farm; closest are The Oak Barn and Long Meadow. Again the generous separation distances (over 23m) and the angle of the dwellings to each other will ensure no significant adverse impact. Saved Appendix 3 of the Dacorum Borough Local Plan requires a back to back distance of at least 23m which is met, and furthermore the dwellings are not directly behind but at an angle.

9.13 The dwellings are set over 18m back within the site and as such despite them occupying an elevated position would not have a significant adverse impact on the properties of Love Lane which are sited beyond the highway to the east and over 36m away. The favourable orientation will ensure no overshadowing and the separation distance means the front facing windows will not result in a loss of privacy to the front facing windows, especially when considering these windows are visible from the public domain already.

9.14 The proposal avoids harm to surrounding properties to comply with Policy CS12.

#### Access / Impact on Highway Safety and Parking

9.15 The site is sufficient in size to accommodate the parking requirements of the new units. Each dwelling will benefit from at least 2 off street spaces and this will ensure there is no adverse impact on the safety or operation of the adjacent highway. In allowing the appeal the Inspector deemed it necessary to condition details of the access itself but not parking provision.

9.16 The access is sited centrally to the site and is of sufficient width to allow safe entry and exit for the vehicles associated with the two units proposed. Sufficient visibility splays are achievable in both directions.

9.17 Herts County Council Highways have not raised any objections to the access point and note; there is an existing farm access onto Love Lane and this will be upgraded for residential use. Each property will have ample parking on the proposed new forecourt. HCC as Highway Authority considers that this proposal would not have a severe residual impact on the safety and operation of the surrounding Highway network. Conditions and informatives were requested. Given this is a reserved matters application, conditions cannot be imposed, however the plans clearly show that there is no obstruction of the visibility splays and the development must be constructed in accordance with the approved plans.

## Other Material Planning Considerations

### Materials

9.18 Details of the materials to be used on the external surfaces of the development are required by condition 4 planning permission 4/00783/17/OUT they are not therefore for consideration in this application.

### Contamination

9.19 Former land uses mean there is the potential for the site to be contaminated. However conditions 5 and 6 of the consent require further investigations and the submission of additional information for approval. The layout and details submitted in this reserved matter application would not prevent compliance with the condition nor negate the need for the applicant to comply with it.

### *Impact on Trees and Landscaping*

9.20 Hedging from the front of the site has been removed. Whilst its loss is unfortunate, permission was not required for the removal of this hedgerow so there is no breach of planning control. The current proposal does not seek approval for the landscaping works these will be the subject of a future application.

### *Waste Management*

9.21 The site is of sufficient size to accommodate bin storage facilities without them cluttering the street scene or appearing unsightly. In addition in allowing the appeal bin storage details were not required to be submitted for approval so these are not a matter for consideration.

### Response to Neighbour Comments

9.22 Concern has been expressed by neighbouring properties with regard to the size and scale of the dwellings, overlooking and loss of privacy, over shadowing, increase in traffic, parking and the omission of the garages. It is also requested that conditions be imposed.

9.23 The majority of these points have been addressed above. Given the plans clearly show the position and layout of the proposed dwelling it is not considered necessary or reasonable to condition the distance to the boundary with Meadow View as requested. The garages were omitted at the request of the case officer due to the mass and bulk over and above the buildings and the impact on this has on the spacious semi-rural feel of the area. The plots are large enough to accommodate the parking needs of the properties such that there would be no overspill or displacement onto Love Lane. The additional traffic associated with the 2 units is not for consideration as part of this application, the Inspector has already allowed the principle of the dwellings and in doing so considered the additional traffic to be acceptable.

### Community Infrastructure Levy (CIL)

9.24 The development is CIL liable.

## **10. CONCLUSION**

10.1 To conclude the details of the two dwelling already approved are considered acceptable and comply with Policies CS11, CS12, and CS27 of the Core Strategy 2013.

## 11. RECOMMENDATION

11.1 That reserved matters be **GRANTED** subject to the following condition:

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

**1091-SP-01 Rev B**

**1091-EL-01 Rev B**

**1091-GA-01 Rev B**

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

### Informatives:

#### 2. INFORMATIVES

1. 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.

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. The Highway Authority requires the alterations to or the construction of the vehicle crossover 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/services/highways-roads-and-pavements/changes-to-your-road/drop-ped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

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.

## APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Hertfordshire Property Services (HCC)	<p>Thank you for your email regarding the above mentioned planning application.</p> <p>Hertfordshire County Council's Growth &amp; Infrastructure Unit do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within your CIL zone and does not fall within any of the CIL Reg123 exclusions.</p> <p>Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.</p> <p>We therefore have no further comment on behalf of these services, although you may be contacted separately from our Highways Department.</p>

	<p>Please note this does not cover the provision of fire hydrants and we may contact you separately regarding a specific and demonstrated need in respect of that provision.</p>
<p>Hertfordshire Highways (HCC)</p>	<p>Proposal  Submission of reserved matters on appearance, Landscaping, Layout and scale attached to planning permission 4/00783/17/OUT - Construction of two chalet bungalows with associated access , parking and amenity Space.</p> <p>Decision  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:  <b>CONDITIONS</b></p> <p>1. Prior to the first occupation / use of the development hereby permitted the proposed on-site car parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.</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>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.  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.  Reason: In the interest of highway safety.</p> <p><b>INFORMATIVES</b></p> <p>1. 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</p>

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.

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. The Highway Authority requires the alterations to or the construction of the vehicle crossover 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

	<p>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:- <a href="https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/drop-ped-kerbs/dropped-kerbs.aspx">https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/drop-ped-kerbs/dropped-kerbs.aspx</a> or by telephoning 0300 1234047.</p> <p><b>COMMENTS</b></p> <p>This application is for Submission of reserved matters on appearance, Landscaping, Layout and scale attached to planning permission 4/00783/17/OUT - Construction of two chalet bungalows with associated access , parking and amenity Space. The site is located on Love Lane, which is an unclassified local access road with a 20mph speed limit. There have been no accidents involving personal injury in the vicinity of the site in the last 5 years.</p> <p><b>ACCESS</b></p> <p>There is an existing farm access onto Love Lane and this will be upgraded for residential use.</p> <p><b>PARKING</b></p> <p>Each property will have a double garage as well as ample parking on the proposed new forecourt..</p> <p><b>CONCLUSION</b></p> <p>HCC as Highway Authority considers that this proposal would not have a severe residual impact on the safety and operation of the surrounding Highway network, subject to the conditions and highway informatives above.</p>
Parish/Town Council	Object as the landscaping is not sufficient to replace the ancient hedgerow which was ripped out without any authorisation or to screen the new development.
Hertfordshire Property Services (HCC)	<p>Hertfordshire County Council's Growth &amp; Infrastructure Unit do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within your CIL zone and does not fall within any of the CIL Reg123 exclusions.</p> <p>Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.</p> <p>We therefore have no further comment on behalf of these services,</p>

	<p>although you may be contacted separately from our Highways Department.</p> <p>Please note this does not cover the provision of fire hydrants and we may contact you separately regarding a specific and demonstrated need in respect of that provision.</p>
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## APPENDIX B: NEIGHBOUR RESPONSES

### Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
19	8	0	8	0

### Neighbour Responses

Address	Comments
3 Love Lane Kings Langley Hertfordshire WD4 9HW	<p>I am writing concerning the latest amendments to the above planning application. As far as I can see the amendments do not address most of the points previously made in earlier objections and I therefore wish to reiterate my continued objection to the proposals as follows:</p> <p>Size</p> <ul style="list-style-type: none"> <li>-The application is far bigger in stature than the adjacent property (which is a bungalow).</li> <li>-The application is in fact comparable to the large barn conversions at the rear of the plot.</li> <li>-The application is at an elevation far above the properties on the opposite side of Love Lane.</li> <li>-The application would create a significant imbalance in property size and scale along the frontage of Love Lane.</li> </ul> <p>Design:</p> <ul style="list-style-type: none"> <li>-The application is well beyond the generally accepted style for bungalows / chalet bungalows</li> <li>-The application shows significant roof height above "dormer window" ridge - not in keeping with the original outline permission.</li> <li>-The application made is for a house disguised as a chalet bungalow.</li> </ul> <p>General comment:</p> <p>The houses on the opposite side of Love Lane are already about a metre below the road level of Love Lane. The elevation plans do not show the impact of such large buildings to the surrounding views as the land for which this planning application is made is at road level.</p>
1 Tylers Close Kings Langley	The new application follows on from the (eventually) permitted application for two reasonable sized chalet bungalows. These new

<p>Hertfordshire WD4 9QA</p>	<p>plans reflect two large two-storey houses. The houses are substantially larger than the original approved plans and appear to affect the surrounding houses, in terms of light and height. It looks strange to have such a large house next to an existing bungalow. There needs to be maintenance of an openness of the countryside. The planned developments are close to nearby homes and overlook existing windows.</p> <p>As this is greenbelt land, it is unfortunate that approval was not given for sustainable housing, or passive houses, rather than two executive-style homes that will probably make the builder a lot of money. Houses of this size can sell for over £1M, meaning a possible 100% profit.</p> <p>I find it incredulous that planning permission was ever granted for two, rather than one, house. I would have preferred a one storey, low impact, sustainable house. This application is entirely inappropriate, being on green belt land, and outside the settlement boundary.</p> <p>I trust that Dacorum will see this as a step too far and show respect for the countryside. Thank you very much, Kim Goode</p>
<p>The Oak Barn Love Lane Kings Langley Hertfordshire WD4 9HL</p>	<p>Land for Development Love Lane Kings Langley</p> <p>Submission of reserved matters on appearance, landscaping, layout and scale attached to planning permission 4/00783/17/OUT - Construction of two chalet bungalows with associated access, parking and amenity space.</p> <p>We have viewed the amended Proposed site plan and amended Proposed elevations posted on 16 December 2020 under Planning ref no 20/02125/RES and are concerned at the continued lack of detail. We therefore wish to object on the following grounds:</p> <p>We are surprised that the two vehicle garages have now been removed from each property and that the designated parking areas have been reduced dramatically. Where are they planning to park their vehicles when parking in Love Lane is already at a premium?</p> <p>Our main objection concerns the site plan referencing the existing hedgerow on the western boundary which forms a 60m boundary with our property The Oak Barn, Love Lane. This was an ancient mixed hedgerow of 4-5m in height and 1-2m in width. Despite assurances to the contrary the first 20-25m of the hedge have been removed by the applicant. This stretch of hedge was the key element to our privacy and its clearance has removed visual boundaries and resulted in a complete loss of privacy and security to our garden and property. So whilst we note the balconies have been removed from the proposed site plans we shall still suffer a complete loss of privacy without a screen.</p> <p>The approval documents on the Dacorum website, ref no 20/02125/RES state that, amongst others, the Ecology Report and the</p>

	<p>Planning Report incorporating Design and Access Statement which were part of the original applications are still relevant to this application and its subsequent approval.</p> <p>The Planning Report incorporating Design and Access Statement Item 7.2.7 Factor no 4. Impact on adjoining occupiers states:  "... Further, substantial boundary hedging will be retained and supplemented where appropriate such that there will be very limited visibility of the proposed single storey dwellings nor will there be any material overlooking from the existing houses to the proposed properties." No regard or interest has been paid to these submitted documents by the applicant.</p> <p>Whilst we were previously willing to accept the inevitability of this green belt development when measures were built in to maintain our privacy, we now strongly object to what will now be a complete loss of privacy and increased visual intrusion resulting from the inclusion of full height windows across the whole of the rear of the Proposed plan without adequate and effective screening. We request that the rear elevation window area be substantially reduced and that the applicant, prior to the commencement of building, be required to replace the 4m high natural screening lost by the destruction of the existing hedgerow.</p>
<p>7 Love Lane Kings Langley WD4 9HW</p>	<p>I have received a letter concerning the above application for two chalet bungalows at Love Lane Kings Langley.</p> <p>I would like to make the following comments:</p> <p>The Planning Inspectorate on appeal allowed for two Chalet Bungalows the current design appears to be very much larger so the two properties will look as though they are houses.</p> <p>The buildings are far too large for the site especially in width hence plot No. 2 has to be angled making it look cramped and badly designed.</p> <p>As Plot No. 2 is angled the distance from the adjoining property is extremely intrusive.</p> <p>The properties are significantly larger than on the opposite side of the road so will be imposing and unbalanced.</p> <p>The proposal to remove sapling oak tree. This I believe to be much larger than a sapling and needs to be addressed.</p> <p>Please confirm receipt of this email</p>
<p>Meadow View Love Lane Kings Langley Hertfordshire WD4 9HL</p>	<p>Dear Sir or Madam</p> <p>We live at Meadow View, Love Lane, Kings Langley with our family and have done so since 2003. Our home is a 1930s bungalow with considerable character and charm. It is called Meadow View as it is adjacent to a meadow; the plot considered for planning in application 04/00783/17/OUT (20/02125/RES).</p>

	<p>We have reviewed the revised plans for this site and have the following comments:</p> <ol style="list-style-type: none"> <li>1. Property Location. We see that the two proposed properties have been moved closer to the center of the plot of land and that the garages have been removed. We also note that the proposed balconies have been removed from the rear of the properties. We consider these changes to be an improvement to the previous plans and will reduce overlooking to our property.</li> <li>2. Explicit Statement of Property Location. To ensure that these changes are strictly adhered to we request that a condition of the planning permission is that the South West corner of the property is built at least 8.2m from the existing fence as per the supplied plan. We feel that it is necessary for this to be explicitly stated as we have seen previous commitments such as not removing hedges have been subsequently ignored by the developer.</li> <li>3. Much increased Height over neighbouring building. It can be seen clearly that the proposed buildings are much taller than Meadow View (Ref: 20_02125_RES-PROPOSED_ELEVATIONS-1098548). The proposed buildings are over 3m taller which amounts to a complete additional story in height. The proposal states these are 2 chalet bungalows but this is in name only. The extra 3m puts this a full story higher as shown in figure 1.</li> </ol> <p>We would be grateful if our comments can be taken into account and would be happy to accommodate a site visit at Meadow View if this could assist.</p> <p>Many thanks Andrea Bartlett and Jason Tisdall</p>
<p>The Brick Barn Hill Farm Love Lane Kings Langley  Hertfordshire WD4 9HL</p>	<p>These properties look quite a lot larger than first indicated.</p> <p>Further, one of them appears to encroach unnecessarily on the close neighbours...especially as it has a balcony overlooking.</p> <p>They represent further traffic in an already overloaded road which can only be more dangerous due to the local schools.</p> <p>We recognise the need for more properties in the country but ideally not here, or not as big or as many (is it not still greenbelt?) We have previously objected but were somewhat satisfied that two bungalow type dwellings would be acceptable to the area provided that adequate off road parking was provided for and the developer was mindful of the immediate neighbours and the environment. There is insufficient detail in the proposal. We feel it is too high as to encroach on the neighbours. There is inadequate garaging/parking and would not feel that any further vehicles on Love Lane is sensible. Further, we do not believe this developer has any regard for privacy of neighbours and certainly not for the environment whereby he has had constant bonfires and has destroyed the hedgerows on the site.</p>
<p>5 Love Lane Kings Langley Hertfordshire</p>	<p>With reference to the submitted documents the current plan raises concerns about the following items:</p>

WD4 9HW

1. Removal of the trees to the east side of the site (the side next to Love Lane) generates a "loss of privacy" issue for 5, 7 & 9 Love Lane. This is also a breach of previous commitments in relation to the planning permission given. See previously submitted documentation: Planning Report incorporating Design and Access Statement: Item 7.2.7 Factor no 4. Impact on adjoining occupiers' states:

"... Further, substantial boundary hedging will be retained and supplemented where appropriate such that there will be very limited visibility of the proposed single storey dwellings nor will there be any material overlooking from the existing houses to the proposed properties."

The opposite to this statement has happened.

2. Previously submitted documentation: Planning Report incorporating Design and Access Statement: Item 7.2.7 Factor no 4. Impact on adjoining occupiers' states:

"... Further, substantial boundary hedging will be retained and supplemented where appropriate such that there will be very limited visibility of the proposed single storey dwellings nor will there be any material overlooking from the existing houses to the proposed properties."

The above makes reference to "single story buildings" and it is clear the proposed building are not "single story" Again a clear breach of previous commitments.

3. The original layout proposed the building referred to as "Plot 2" would face "North / South". The previous and now revised layout directly faces the properties of 5, 7 & 9 Love Lane and therefore enables the windows of the proposed building on plot 2 to generate additional loss of privacy issues. Again the removal of the pre existing trees and hedge line exacerbates this privacy issue.

4. The proposed height of the buildings (plots 1 & 2) is substantially higher than the property directly south of the proposed buildings and is not in keeping with the general visual layout. The removal of the boundary trees and hedge lines further exposes and highlights this size difference. This is seen as a "design and appearance issue"

5. The proposed height and layout of the buildings will impact directly the sun reaching the properties of 5, 7 & 9 Love Lane. The impact will be in the latter part of the day and this is seen as "overshadowing".

6. It is noted the buildings cannot be described as "Dorma Bungalow" in terms of design and layout but are in fact substantial four bedroomed properties - not what planning was given for nor what was applied for.

7. The removal of the tree and hedge line along Love Lane in addition to the substantial height of the buildings create a "visual intrusion" to the outlook from the properties of 5, 7 & 9 Love Lane.

8. Overall, the plans lack clarity as to the proposed ridge height - the figures provided have no key and cannot be clearly understood. The plans need to be clear and detailed such that the application can be properly considered.

I would urge the planning office reject the plan now submitted and, in addition, previously given commitments need to be adhered to and where deviation has occurred then remediation is required.

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