

ITEM NUMBER: 5i

21/04741/FHA	Construction of single storey front and rear extensions	
Site Address:	Old Village Hall, 87 Flaunden, Flaunden, Hertfordshire, HP3 0PP	
Applicant/Agent:	Mr Jonathon Timlin	Mr Peter Timlin
Case Officer:	Jane Miller	
Parish/Ward:	Flaunden Parish Council	Bovingdon/ Flaunden/ Chipperfield
Referral to Committee:	Contrary views of Flaunden Parish Council	

1. RECOMMENDATION

That planning permission be GRANTED.

2. SUMMARY

2.1 The application site is located within the small village of Flaunden wherein the proposed development is acceptable in principle, in accordance with Policies CS1 and CS5 of the Dacorum Borough Core Strategy (2013).

2.2 The overall size, scale and design of the proposed alterations are acceptable, they relate well to the parent dwelling, and would not result in any harm to the character or appearance of the Flaunden Conservation Area. The works are not considered to have any significant adverse impacts on the residential amenity of neighbouring properties by being visually overbearing or resulting in a loss of light. The proposals would not result in a significant loss of privacy.

2.3 Furthermore, it is not considered that the scheme would have an adverse impact on the road network or create significant parking stress in the area.

2.4 Given all of the above, the proposal complies with the National Planning Policy Framework (2021), Policies CS1, CS5, CS8 CS11, CS12, CS27 of the Dacorum Borough Core Strategy (2013), Saved Appendices 3 and 7 of the Local Plan (2004) and the Parking Standards Supplementary Planning Document (2020).

3. SITE DESCRIPTION

3.1 The application site is located on the north side of Flaunden. The site comprises a two storey historic building in the village. The Old Village Hall sits within the Green Belt and Flaunden Conservation Area.

3.2 The Old Village Hall sits adjacent to the highway, with Rose Cottage, a listed building, to the side/rear, however more generally the immediate area is characterised by larger buildings which are set back from the highway and benefit from off street parking provision. These include a number of large detached dwellings within generous plots, The Green Dragon PH, agricultural barns/structures and fields.

3.3 The highway is wide enough for two cars to pass each other when travelling in the opposite direction comfortably.

4. PROPOSAL

4.1 This application seeks permission for the construction of single storey front and rear extensions

5. PLANNING HISTORY

Relevant Planning Applications:

4/01224/78 - first floor side extension – GRANTED 24 October 1978

4/0828/79 - alterations to elevations previously permitted (ref 4/01224/78 dated 24 October 1978 – GRANTED 23rd July 1979

Appeals: None

6. CONSTRAINTS

CIL Zone: CIL2

Flaunden Conservation Area

Former Land Use (Risk Zone):

Green Belt: Policy: CS5

Heathrow Safeguarding Zone: LHR Wind Turbine

Listed Building, Grade: II,

Parish: Flaunden CP

RAF Halton and Chenies Zone: White (Any Development)

Parking Standards: New Zone 3

EA Source Protection Zone: 3

EA Source Protection Zone: 2

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:

Planning (Listed Buildings and Conservation Areas) Act 1990

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

Dacorum Core Strategy

NP1 - Supporting Development

CS1 - Distribution of Development

CS5 – Green Belt

CS11 - Quality of Neighbourhood Design

CS12 - Quality of Site Design

CS27 – Quality of the Historic Environment.
CS29 - Sustainable Design and Construction

Dacorum Local Plan

Appendix 3 – Layout and Design of Residential Areas
Appendix 7 – Small-scale House Extensions

Supplementary Planning Guidance/Documents:

Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)
Parking SPD (November 2020)

9. CONSIDERATIONS

The main issues to consider are:

Policy / principle / Green Belt Assessment
The impact on the Conservation Area
The impact on the appearance of the existing building
The impact on the immediate street scene
The impact on residential amenity of neighbouring properties
Highway Safety

Principle of Development

9.1 The site is located within the Metropolitan Green Belt. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

9.2 Paragraph 143 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

9.3 Paragraph 144 says that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very Special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

9.4 Paragraph 145 states that a local authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

- a) Buildings for agricultural and forestry
- b) The provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) 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;
- d) The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) Limited infilling in villages;

- f) Limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would
 - Not have a greater impact on the openness of the Green Belt than the existing development; or
 - Not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

9.5 Policy CS5 states that within the Green Belt, small-scale development will be permitted if it meets with one of the following exceptions:

- (a) building for the uses defined as appropriate in national policy;
- (b) the replacement of existing buildings for the same use;
- (c) limited extensions to existing buildings;
- (d) the appropriate reuse of permanent, substantial buildings; and
- (e) the redevelopment of previously developed sites, including major developed sites which will be defined on the Proposals Map.

provided that i) it has no significant impact on the character and appearance of the countryside; and ii) it supports the rural economy and maintenance of the wider countryside.

Green Belt Assessment

9.6 The NPPF considers an extension or alteration of a building as appropriate development provided it does not result in disproportionate additions over and above the size of the original building.

9.7 This application seeks permission for the construction of single storey front and rear extensions. Approximate dimensions for both extensions are 1m depth and 5m width. The front extension will sit below but not beyond an existing canopy and therefore not increase the existing footprint.

9.8 According to planning records a first floor side extension with carport below was granted under reference 4/01224/78, later amended under 4/0828/79 for this site, described as Flaunden Hall Cottage.

9.9 The current proposal will be compact and would not significantly extend the footprint of the existing dwelling or impact on the skyline. Whilst the historic plans are not clear, it is estimated that the property has previously been increased by approximately 55%. The current proposal would result in a very small additional increase over and above this. The front extension is contained within the existing building lines and is an in-fill. The rear is modest in size and viewed against the backdrop of the existing much larger two-storey property such that the proposals are considered proportionate. It is also considered that they would not cause any visual harm to openness in accordance with the above policy.

Impact on the historic environment and street scene

9.10 The site is located within the Flaunden Conservation Area and as such regard must be given to S72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires

special attention to be paid to the desirability of preserving or enhancing the character or appearance of the conservation area.

9.11 The NPPF (2021) Section 16, paragraph 189 states that Heritage assets range from sites and buildings of local historic value to those of the highest significance These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

9.12 Conservation Areas are designated heritage assets.

9.13 Paragraph 199 goes on to say that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.... This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 202 goes on to state that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

9.14 Policy CS27 of the Core Strategy (2013) and Saved Policy 120 of the Dacorum Local Plan (2004) reinforces this, seeking to ensure that the integrity, setting and distinctiveness of designated and undesignated heritage assets will be protected, conserved and if appropriate enhanced, with development positively conserving and enhancing the appearance and character of the Conservation Area.

9.15 More generally, Chapter 12 of the Framework emphasises the importance of good design in context and, in particular, paragraph 134 states permission should be refused for development of poor design especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents.

9.16 Dacorum's Core Strategy Policies CS11 (Quality of Neighbourhood Design) and CS12 (Quality of Site Design) state that development within settlements and neighbourhoods should preserve attractive streetscapes; integrate with the streetscape character and respect adjoining properties in terms of scale, height, bulk and materials.

9.17 The proposal would result in a single storey front and rear extension. This would result in the infilling of the existing undercroft to provide for a dining room and office space. The agent advises that this space, open to the road, is currently used to house a workshop, building /garden stores, occasional car repairs, delivery goods and bins.

9.18 In respect of the front infill single storey element, this will sit below and no further forward than the existing canopy. Following concern from the conservation officer and Flaunden Parish Council, the planning officer requested and received amended plans which replaced the originally proposed ground floor arched windows with a window design to match the existing property (see drawing 3A). Further, the new doors, whilst wider are now more solid in appearance. The conservation officer has no objection to the amended drawings subject to materials matching the existing dwellings, secured by condition.

9.20 Whilst visible from the highway, the amended plans are considered acceptable in this part of the Flaunden Conservation Area.

9.21 A 1m single storey rear extension is also proposed at the rear approximately mirroring the width and positioning of the proposed front addition. Roof lights will be inserted into the mono-pitched roof and doors will open onto the existing patio area. This element is not visible from the highway.

9.22 In conclusion, having given great weight to the proposed alterations and the impact these would have on the character and appearance of the Conservation Area, subject to conditions it is considered that they would preserve its character. The development would therefore comply with saved Policy 120 of the Dacorum Local Plan, Policies CS12, CS12 and CS27 of the Dacorum Core Strategy (2013) and the NPPF (2021).

Impact on Residential Amenity

9.23 The NPPF outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013), seek to ensure that new development does not result in detrimental impact upon neighbouring properties and their amenity space. Thus, the proposed should be designed to reduce any impact on neighbouring properties by way of visual intrusion, loss of light and privacy.

9.24 Overall, due to the height, positioning and separation distance between the proposed single storey extensions and surrounding dwellings houses it is considered that the proposal would result in no significant adverse impact on the residential amenity of the neighbouring properties when considering a loss of daylight, sunlight or privacy. It is therefore considered that the proposal accords with Policy CS12.

Other Considerations

Parking and access

9.25 The NPPF (2021), Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), and the Parking Standards Supplementary Planning Document (2020) all seek to ensure that new development provides safe and sufficient parking provision for current and future occupiers.

9.26 There are no changes to the number of bedrooms as a result of the proposal so no additional parking is required.

9.27 It is acknowledged that Flaunden Parish Council object to the application on parking issues, see their full comments below.

9.28 The proposal will result in the infilling of an existing undercroft at The Old Village Hall

9.29 The Old Village Hall and the neighbouring properties have boundaries which extend right up to the road edge. The only paved area along the abutment length is in the ownership of the applicant, as shown within the red outline and confirmed by the completion of ownership certificate A on the application form.

9.30 To clarify the paving to the front of Old Village Hall is not a public footpath.

9.31 The proposal would result in the infill of the existing undercroft. In accordance with the Council's Parking Standards SPD (Nov 2020) the existing undercroft area provides for a single parking space only. This is because a parking space needs to be a minimum of 2.4m x 4.8m in size. Whilst two vehicles may currently park in this area, the space is not sufficient in size to meet the SPD dimensions and thus the proposals have been assessed on the basis of a net loss of a single space.

9.32 The proposal does result in the loss of the existing undercroft parking area such that no off-street parking would be retained. However sketch A shows available parallel parking provision

for up to 3 vehicles at the front of the dwelling on the site frontage/highway. The frontage of the site measures approximately 18m. There is already a wide dropped kerb, with a depth of approximately 2m to the proposed front elevation, at the entrance of the existing undercroft thereby enabling cars to mostly park off the highway and within the application site itself.

9.33 There are no parking restrictions along this section of Flaunden lane. Whilst not the case for the Old Village Hall, generally the immediate area is characterised by larger buildings which are set back from the highway and benefit from off street parking provision. This includes a number of large detached dwellings within generous plots; The Green Dragon, a public house, which has a large carpark; agricultural barns/structures; and fields, such that generally there is little on street parking pressure.

9.34 This was the case during the planning officer's site visit when the only vehicle parallel parked on this stretch of the highway, was the car outside the site, The Old Village Hall. It was noted that there was more than sufficient room for vehicles to easily pass the parked car. In addition as set out, there are no parking restrictions such that with the exception of the area adjacent to the dropped kerb, on-street parking is already possible.

9.35 Hertfordshire County Council Highways have advised that Flaunden lane is a 30 mph unclassified local access route and whilst they acknowledged that the proposal would result in the loss of a parking space within the undercroft, they commented that there is highway parking near the site which will slow down traffic and provides enough space for other vehicles to pass. Hertfordshire County Council Highway have no objection on highway grounds to the proposed development.

9.36 Overall, it is considered that the loss of a single parking space would not result in an unacceptable residual impact on highway safety.

Ground Contamination

9.37 Former land uses mean the site has the potential to be contaminated. property. The Council's scientific Officer has been consulted and has no objection on the grounds of land contamination. No additional investigations or conditions are required.

Tree and Hedges

9.38 Section 6 of the application form states that no trees or hedges are within falling distance of the proposed development and that no tree or hedges need to be removed or pruned in order to carry out the proposal. The proposal would not affect any significant trees/landscaping.

Bin Storage

9.39 Flaunden Parish Council object on the grounds of bin storage. It is acknowledged that infilling the undercroft would remove the existing bin storage area. However, there would remain sufficient space to the front of the property which could potentially accommodate bin storage. Given the site is located within the Conservation Area, a condition requiring details of the bins storage arrangement is considered necessary and reasonable to ensure a satisfactory appearance to the site/street scene.

Response to Neighbour Comments

9.40 No neighbour comments have been received.

Response from Town Council

9.41 Objection addressed in report.

CIL Liable

9.42 Policy CS35 of the Core Strategy requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy was adopted in February 2015 and came into force on 1 July 2015. CIL relief is available for affordable housing, charities and Self Builders and may be claimed using the appropriate forms.

No (below 100sqm)

Chiltern Beechwood Special Area of Conservation (SAC)

9.43 The planning application is within Zone of Influence of the Chilterns Beechwoods Special Area of Conservation (CB SAC). The Council has a duty under Conservation of Habitats and Species Regulations 2017 (Reg 63) and Conservation of Habitats and Species (EU exit amendment) Regulations 2019 to protect the CB SAC from harm, including increased recreational pressures.

9.44 A screening assessment has been undertaken and no likely significant effect is considered to occur to the CB SAC therefore an appropriate assessment is not required in this case.

10. RECOMMENDATION

10.1 That planning permission

Condition(s) and Reason(s):

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 materials 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.**

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, CS12 and CS27 of the Dacorum Borough Core Strategy (2013).

3. **Prior to the first use of the extensions hereby approved 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 use and shall thereafter be made permanently available for the occupants of the dwelling.**

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 Policies CS12 and CS27 of the Dacorum Borough Core Strategy (2013).

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

1 site location plan

3 A proposed plans, elevation and section (received 14.02.2022)

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

Informatives:

1. Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant 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. Working Hours Informative

Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.

As a guideline, the following hours for noisy works and/or deliveries should be observed: Monday to Friday, 7.30am to 5:30pm, Saturday, 8am to 1pm, Sunday and bank holidays - no noisy work allowed.

Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to Environmental and Community Protection Team ecp@dacorum.gov.uk or The Forum, Marlowes, Hemel Hempstead, HP1 1DN. Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.

Works audible at the site boundary outside these hours may result in the service of a Notice restricting the hours as above. Breach of the notice may result in prosecution and an unlimited fine and/or six months imprisonment.

Waste Management Informative

Under no circumstances should waste produced from construction work be incinerated on site. This includes but is not limited to pallet stretch wrap, used bulk bags, building materials, product of demolition and so on. Suitable waste management should be in place to reduce, reuse, recover or recycle waste product on site, or dispose of appropriately.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Conservation & Design (DBC)	This is a historic building in the centre of the village. The oldest part of the building from reviewing the brickwork would appear to be the right

	<p>hand bay. Adjacent to this there is what would appear to be a second phase single storey element up to the garage. Above this the first floor and garage element appear to be of one period.</p> <p>At present there would be some car parking in the garage area. The planning officer should decide if there would be a parking issue with its loss.</p> <p>In relation to the design we would not object to the infilling of the garage area. The proposed amendments to the design now mean that the proposal would be considered in keeping and preserve the character of the conservation area. Therefore we believe that the proposal would be considered acceptable.</p> <p>Recommendation: The proposals are acceptable. Materials to match existing and as shown on the application.</p>
Hertfordshire Highways (HCC)	<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.</p> <p><u>Highway Informatives</u></p> <p>HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:</p> <p>AN 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.</p> <p>Further information is available via the County Council website at: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx or by telephoning 0300 1234047.</p> <p>AN 2) Obstruction of highway: 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 County Council website at: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx or by telephoning 0300 1234047.</p> <p>AN 3) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. 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 and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.</p> <p><u>Comments</u></p> <p>The proposal is for the construction of single storey front and rear extensions at Old Village Hall, 87 Flaunden Hill, Flaunden. Flaunden Hill is a 30 mph unclassified local access route that is highway maintainable at public expense.</p> <p><i>Vehicle Access</i></p> <p>The existing dwelling has a dropped kerb which serves potential on site parking for the dwelling. This on site parking will be turned into a dining room and an office and will mean that the site will no longer have on-site parking. There is highway parking near the site which will slow down traffic and provides enough space for other vehicles to pass. Parking is a matter for the local planning authority and therefore any parking arrangements must be agreed by them. No work should be completed on the adopted highway network.</p> <p><u>Conclusion</u></p> <p>HCC has no objections or further comments on highway grounds to the proposed development, subject to the inclusion of the above highway informatives.</p>
Flaunden Parish Council	<p>Original Comments;</p> <p>The Parish Council has major areas of concern regarding this application, which are:</p> <ul style="list-style-type: none"> o Infilling two existing off-street car parking spaces and the adverse impact this will have on the highway and road safety. o More vehicles parking on the road, where there is no public footpath, which is hazardous to all road users, particularly

pedestrians. Dacorum's Parking Standards state that the starting principle is that all parking demand for residential development should be accommodated on site. Heritage or planning statements have not been provided with this planning application, nor have the applicants provided appropriate evidence for consideration by the Council to justify the removal of the two parking spaces and lack of provision for parking.

Having reviewed the amended Plans and Drawings, no justification has been made for the removal of the two parking spaces that the property currently benefits from. The site does not have a driveway and removing the parking area will mean there is no on-site parking for this 4-bedroom property.

Section 8 of the Application Form refers to section 3 (see below) and states that there is no change to the existing parking arrangements, but this is clearly not the case. The addition of a single storey extension where the carport is sited, will remove all off-street parking facilities for this property.

Section 3 (Description of Proposed Works) of the Application Form states that:

"The proposed works provide internal alterations to provide a dining room and Office/Work space in place of the present storage shed/general storage/car repair and House maintenance." ... "The area can be accessed from the main Road and is thought to be an historic arrangement to allow village Hall visitors to park and passes under the first floor of the building. The parking space is now the house garden and is blocked off at the rear of the house. Access to the main road is made unsafe by there being no sight access to the west onto the main road because of neighbour's site ownership restriction.

An unusual feature of the applicants site ownership is that it extends to the kerb of the road i.e. there is no public pavement across the house frontage ... the existing stone pavement belongs to the applicant. If necessary this could provide dedicated lateral parking. In practical terms in this rural area, on road parking is seen to be the safest solution. There is public paving on the other side of the main road."

Contrary to the applicant's statement above, there is no public paving on either side of the road outside of The Old Village Hall. The Parish Council have provided photos of both sides of the road for clarification purposes. On-road parking would result in pedestrians walking in the middle of the road to avoid the parked cars, making it hazardous for pedestrians and horse riders. Nor is there enough frontage to provide dedicated lateral parking.

We believe the planning policy quoted below on provision of parking for new homes, should also be relevant in regard to the removal of parking facilities at existing properties.

The NPPF (2021), Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), the Parking Standards Supplementary Planning Document (2020) and Saved Policy 58 of the Local Plan (2004) all seek to ensure that new development provides safe and sufficient parking provision for current and future occupiers. Policy CS12b) specifically requires that on each site, development should provide sufficient parking and sufficient space for servicing.

The Parking Standards Supplementary Planning Document (2020) outlines the Council's car parking standards, noting that a four-bed dwelling in this rural location would be expected to provide 2 off-street car parking spaces. This proposal has not taken on board these policies and standards, and if agreed, would generate highway and pedestrian safety concerns. Removing any off-street car parking provision would fail to secure sufficient parking provision for future occupiers of the site.

Consideration has not been given to the fact there is no off-street parking available in this part of the village of Flaunden, further vehicles on this very narrow road are likely to inhibit the movement of refuse vehicles or emergency services and obstruct visibility requirements. Having more cars parked on the road will increase congestion and adversely impact highway safety. The properties in the surrounding area all have provision for private parking off-road. The additional vehicles on the road would affect the setting of the neighbouring listed buildings within the Conservation Area.

The property is over 200 years old and was Flaunden's former Village Hall, as such contributes to the character and appearance of the Conservation Area and therefore forms part of its significance. We are also concerned about the design of the windows and door in the proposed extension, which do not relate in style to the rest of the property or adjacent listed property. It is therefore, the opinion of the Parish Council that the design and appearance of the proposed extension is considered to be inappropriate and does not contribute positively to the Flaunden Conservation Area.

Flaunden Parish Council strongly recommends refusal of this application.

Additional Comments:

PLANNING APPLICATION: 21/04741/FHA (Re-consultation)

The Parish Council has reviewed the Parking Stress survey as well as

	<p>version 3A of the proposed plans that have been submitted. Contrary to what is stated in the Parking Stress survey, the car port is regularly used for the parking of two cars. Furthermore, the survey does not redress the fact that there is not enough frontage to provide dedicated lateral parking. Sketch B indicates that cars could be parked on the pavement, but the pavement isn't wide enough for a car, as proven in the image below (taken from Google Street View - January 2021).</p> <p>The applicant states that "no other method other than roadside parking may have been used since conversion of the building to a residence many years ago." However, when the property was listed on Rightmove in October 2015 there is a photo showing two cars in the car port, so this statement is incorrect:</p> <p>In the photo below (taken in the last few days), you can see quite clearly that two cars are kept in the car port and another car is parked just outside the property.</p> <p>The Parish Council would like to point out that by infilling the car port it would remove any access to the rear of the property and bins would need to be brought through the house, there would be no suitable storage area at the front of the building.</p> <p>We are also concerned about the design of the windows and the double door in the proposed extension, which do not relate to the style of the property or adjacent listed property and as a result do not contribute positively to the Flaunden Conservation area.</p> <p>Flaunden Parish Council maintains that the comments stated in their response dated 27 January 2022 still stand, and strongly recommends refusal of this application.</p>
<p>Conservation & Design (DBC)</p>	<p>This is a historic building in the centre of the village. The oldest part of the building from reviewing the brickwork would appear to be the right hand bay. Adjacent to this there is what would appear to be a second phase single storey element up to the garage. Above this the first floor and garage element appear to be of one period.</p> <p>At present there would be some car parking in the garage area. The planning officer should decide if there would be a parking issue with its loss.</p> <p>In relation to the design we would not object to the infilling of the garage provided that the materials match the existing. However it may be useful to tie in with the overall composition of the building as it already has at least three phases of development. It would therefore be recommended that the windows to the infill area match the existing rather than the proposed arched windows. It may also be useful to consider having applied leading to the lights. In relation to the door it may be beneficial to have the lower two- three panels of the door being solid. This is to relate to the traditional design style of the building. It</p>

	<p>may also be beneficial being a more practical solution given that the road is adjacent a reasonably busy.</p> <p>Recommendation: We would recommend that the above design points be reviewed.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Contamination</p> <p>Having reviewed the application submission and the ECP Team records I am able to confirm that there is no objection on the grounds of land contamination. Also, there is no requirement for further contaminated land information to be provided, or for contaminated land planning conditions to be recommended in relation to this application.</p> <p>noise, odour and air quality - received 10.02.2022</p> <p>With reference to the above planning application, please be advised Environmental Health have no objections or concerns re noise, odour or air quality. However I would recommend the application is subject to informatives for waste management and construction working hours with Best Practical Means for dust, which we respectfully request to be included in the decision notice.</p> <p><i>Working Hours Informative</i></p> <p>Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.</p> <p>As a guideline, the following hours for noisy works and/or deliveries should be observed: Monday to Friday, 7.30am to 5:30pm, Saturday, 8am to 1pm, Sunday and bank holidays - no noisy work allowed.</p> <p>Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to Environmental and Community Protection Team ecp@dacorum.gov.uk or The Forum, Marlowes, Hemel Hempstead, HP1 1DN. Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.</p> <p>Works audible at the site boundary outside these hours may result in the service of a Notice restricting the hours as above. Breach of the notice may result in prosecution and an unlimited fine and/or six months imprisonment.</p> <p><i>Waste Management Informative</i></p> <p>Under no circumstances should waste produced from construction work</p>

	be incinerated on site. This includes but is not limited to pallet stretch wrap, used bulk bags, building materials, product of demolition and so on. Suitable waste management should be in place to reduce, reuse, recover or recycle waste product on site, or dispose of appropriately.
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
3	0	0	0	0

Neighbour Responses

Address	Comments