

ITEM NUMBER: 5a

22/02531/FUL	Proposed new Residential Dwelling	
Site Address:	Land Between 33 And 39 Pickford Road Markyate St Albans Hertfordshire AL3 8RS	
Applicant/Agent:	Miss Charlwood	Mr Andrew Whiteley
Case Officer:	Sally Robbins	
Parish/Ward:	Markyate Parish Council	Watling
Referral to Committee:	Contrary view of Parish Council	

1. RECOMMENDATION

1.1 That planning permission be **DELEGATED** with a view to **APPROVAL** subject to appropriate assessment in accordance with article 6(3) of the Habitats Directive and securing a mitigation package to avoid any further significant effects on the Chilterns Beechwood Special Area of Conservation (SAC) through financial contributions secured by legal agreement.

2. SUMMARY

2.1 The principle of residential development in this location is acceptable. The proposal comprises the demolition of existing outbuildings on site and the construction of a two storey detached dwelling in between 33 and 39 Pickford Road in Markyate. The proposed development would optimise the use of available land within an established residential area and the design would sit comfortably within the surrounding area, noting the prevailing form of development within the streetscene. The amenity space and parking provision are considered acceptable and, whilst visible from surrounding units, the proposal will not have a significant impact on the living conditions of neighbouring properties.

2.2 The proposal is therefore in accordance with Saved Appendix 3 of the Dacorum Borough Local Plan, Policies CS4, CS10, CS11, CS12 and CS27 of the Core Strategy and the NPPF.

3. SITE DESCRIPTION

3.1 The application site is located on the southeast side of Pickford Road in Markyate. The site comprises a vacant plot with a number of outbuildings.

3.2 The surrounding area comprises residential development and is characterised by a mix of predominantly two-storey semi-detached and detached dwellings in a range of architectural styles and material finishes.

3.3 The site is relatively close to Markyate Conservation Area, which comprises mostly Victorian or older historic properties.

4. PROPOSAL

4.1 The application seeks full planning permission for the demolition of the outbuildings on site and the construction of a detached two storey dwelling with associated car parking and amenity space.

5. PLANNING HISTORY

None

6. CONSTRAINTS

CIL Zone: CIL3
Former Land Use (Risk Zone):
Large Village: Markyate
Parish: Markyate CP
Residential Area (Town/Village): Residential Area in Town Village (Markyate)
Parking Standards: New 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 (2021)
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

Dacorum Borough Core Strategy:

NP1 - Supporting Development
CS1 - Distribution of Development
CS4 - The Towns and Large Villages
CS8 – Sustainable Transport
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS26 – Green Infrastructure
CS27 – Quality of Historic Environment
CS29 - Sustainable Design and Construction

Dacorum Borough Local Plan:

Appendix 3
Saved Policy 129

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2020)
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:

Principle of Development
Quality of Design / Impact on Visual Amenity
Impact on Heritage Assets
Impact on Residential Amenity
Impact on Highway Safety and Parking
Other Material Planning Considerations.

Principle of Development

9.2 Core Strategy Policy CS4 states that appropriate residential development within residential areas in the Towns and Large Villages is encouraged. Furthermore, within the Core Planning Principles outlined in the NPPF there is heavy emphasis on the planning system's responsibility to make effective use of land (section 11). Paragraph 119 promotes and supports the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively. This is supported by Saved Policy 10 of the Dacorum Borough Local Plan, which seeks to optimise the use of available land within urban areas.

9.3 Taking all of the above into account, the proposal is acceptable in principle and would be located in a sustainable location that would seek to optimise the use of urban land. The proposal is in accordance with policies CS1 and CS4 of the Core Strategy, Saved Policy 10 of the Dacorum Borough Local Plan and the NPPF.

Quality of Design / Impact on Visual Amenity

9.4 Policies CS10, CS11 and CS12 of the Core Strategy, Saved Appendix 3 of the Local Plan and paragraph 130 of the NPPF seek to ensure that new developments are visually attractive and integrate with the surrounding area in terms of layout, design, scale and materials.

9.5 The surrounding area comprises a wide variety of architectural styles and property types. The adjoining properties comprise of no. 33 Pickford Road, which is a Georgian property, and no. 39 Pickford Road, which is modern detached house. No. 33 forms part of a row of historic terraced properties that are characteristic of this part of Pickford Road and the High Street, which is located a short distance away. Dwelling density within the vicinity falls within the medium to high range, with the prevailing pattern of development comprising narrow plots and small gardens.

9.6 The proposed dwelling would be detached comprising two storeys. The main roof form would be a gable-end facing onto Pickford Road. The dwelling would be finished in natural slate roof tiles, Flemish bond facing brickwork white painted timber framed windows with black cills. Spatially, the proposed dwelling would fill a gap within a built up frontage. However, the resultant layout and density would correspond with the surrounding area and would not be incongruous with the overall pattern of development.

9.7 The main ridge of the dwelling would be higher than the extension on the side of no. 33 but lower than the main ridge of no. 39. It would follow the increase in levels along Pickford Road towards the southwest. In terms of build line, the proposed dwelling would be set back from Pickford, in line with the side extension of no. 33. The existing site comprises dense, mature vegetation that contributes positively to the character of the area. Some trees and vegetation would be lost as a result of the proposed dwelling, however the proposed set-back from Pickford Road, in addition to further landscaping and planting, would mitigate against the increase in built form.

9.8 Taking all of the above into account, it is considered that the layout, architectural style and built form of the proposed dwelling will not have a detrimental impact upon the character and appearance

of the surrounding area. The proposed development will integrate with the surrounding area in terms of layout, design, scale and materials. The proposal therefore complies with Policies CS10, CS11 and CS12 of the Core Strategy, Saved Appendix 3 of the Local Plan and the NPPF.

Impact on Heritage Assets

9.9 As outlined above, the site lies within close proximity to Markyate Conservation Area. There are also a number of nearby listed buildings, including nos. 27, 29 and 31 Pickford Road, which form part of the neighbouring terrace of mixed properties.

9.10 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that local authorities should have special regard to preserving or enhancing the character and appearance of Conservation Areas. Consideration must also be given to Section 66 of the Act, which requires local authorities to have special regard to the desirability of preserving listed buildings, their setting or any features of special architectural or historic interest that it possesses.

9.11 Paragraph 199 of the NPPF states that great weight should be given to the conservation of heritage assets when considering the impact of a proposed development and Core Strategy Policy CS27 requires new development to protect, conserve and where appropriate enhance the integrity, setting and distinctiveness of heritage assets.

9.12 Concerns were initially raised by the Conservation Officer in relation to the design, as the original scheme proposed a barn-style timber clad building. The scheme has gone through a number of amendments during the course of the application, resulting in a more traditional design, along with the build line being set back further from the historic terraced properties to lessen its visual impact.

9.13 The Conservation Officer is now happy with the proposal from a heritage perspective, subject to a condition requiring further details of external materials and finished to be submitted. There would be no harm caused to nearby heritage assets, therefore the balancing exercise outlined in paragraph 202 of the NPPF need not be undertaken. The proposal complies with the above-mentioned policies in terms of its impact on heritage assets, subject to the inclusion of the above-mentioned materials condition.

Impact on Residential Amenity

9.14 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 and Policy CS12 of the Core Strategy, seek to ensure that new development does not result in detrimental impact upon the neighbouring properties and their amenity space. Thus, proposals should be designed to reduce any impact on neighbouring properties by way of visual intrusion, loss of light or privacy. The minimum distance of 23 m between the main rear wall of a dwelling and the main wall (front or rear) of another should be met to preserve privacy. This does however assume a direct back-to-back (or front) relationship, rather than an oblique angle.

9.15 In relation to 39 Pickford Road, the proposed dwelling would introduce built form where there was once open space. However, due to the separation distance between properties (4m) in addition to the difference in levels (1.3m) it is not considered that the proposed dwelling would be overbearing to an unacceptable degree. Furthermore, the orientation of the site would mean that there would be some impact on light provision to the rear garden in the morning, however it would not be significant due to the difference in levels (the application site is lower than no. 39). The proposed dwelling would slightly infringe upon a line drawn at 45 degrees from the nearest habitable window of no. 39, however given that there is intervening boundary treatment, it is not considered that the impact on light provision would be significant. A first-floor side facing window is proposed,

however this would serve a bathroom and would therefore be obscure glazed. This would be secured by condition in order for it to be retained as such in perpetuity.

9.16 In relation to 33 Pickford Road, the separation distance and relative build lines do not give rise to any significant concerns in terms of the proposed dwelling being visually overbearing or impacting upon light provision. Again, there would be a side-facing window at first floor level, however this would serve a hallway and would be obscure glazed in perpetuity.

9.17 Turning to 4 Bartholomew Green, which is located to the rear of the site, the proposed dwelling would be situated 18.3m away from the rear elevation. This falls short of the minimum separation distance of 23m, however as the angle would be oblique it is not considered that there would be significant direct overlooking or loss of privacy. Nonetheless, concerns were raised by the neighbouring occupants regarding the potential loss of privacy. Liaising with the neighbour resulted in the plans being amended to include mitigation measures, consisting of a higher trellis above the fence closest to the proposed dwelling and obscure glazing on the rear-facing first floor window closest to the common boundary with 4 Bartholomew Green. These measures would be secured by condition, should permission be granted. It is considered that the oblique angle of the properties, in addition to the above mitigation measures, would be sufficient in order to alleviate these concerns.

9.18 In addition, it is recommended that Permitted Development Rights be removed by condition, should planning permission be granted. This would ensure that extensions (including upward extension), roof enlargements or alteration and fences, walls etc. could not be carried out without applying for planning permission. This includes alterations to windows. Subject to the above conditions, it is considered that the proposed dwelling would not cause detrimental harm to the residential amenity of existing occupants in terms of privacy, overlooking, light provision or noise and disturbance.

Impact on Highway Safety and Parking

9.19 The NPPF, Policies CS8 and CS12 of the Core Strategy and the Parking Standards SPD all seek to ensure that new development provides safe and sufficient parking provision for current and future occupiers.

9.20 The parking requirement set out in Appendix A of the Parking Standards SPD is 1.5 allocated spaces for a two-bedroom dwelling within Accessibility Zone 3. The development proposed 2 allocated spaces and 1 visitor space (total of 3 spaces) to the rear of the dwelling. This meets the parking requirement set out above.

9.21 In terms of access, the proposed dwelling would utilise an existing highways access with gate, which has been in use for over 10 years. The proposal is to keep this access and gate to serve the new dwelling. The gate is set back 5m, which is deemed acceptable. No alterations are proposed that would affect the safety and operation of the adjoining highway network.

9.22 An objection has been received from the occupants of 33 Pickford Road, who currently use the application site to park their vehicle/s. The applicant has clarified that the owners at no. 33 do benefit from an historic single-track vehicular right of way to the rear of their property. This right of way continued to their original garage, which they blocked off by building a brick wall along their southwest boundary. Originally, they would have driven into the rear of no. 33 and turned round within the garden, before driving back out onto the carriageway. However, the garage does not seem to be used for vehicles any longer and there is no longer vehicular access to the garage. The garden has been blocked off with a brick wall.

9.23 The applicant has, for a number of years, granted the owners of no. 33 an informal right to park on the land. However, this arrangement would no longer be able to continue should the site be developed. The applicant has confirmed that there is no objection regarding any right of way.

However, if the owners of no. 33 wish to park vehicles to the rear of their property, rather than on the public highway, it may be necessary to reinstate the gap in the boundary wall to allow vehicular access to the rear of no. 33 and its associated garage. This is however, a civil matter between the two neighbours and has no bearing on the current planning application. Moreover, in terms of parking on-street, there do not appear to be any parking restrictions evident on this part of Pickford Road.

9.24 Taking all of the above into account, the proposed development complies with the above policies in terms of parking, access and highway safety.

Other Material Planning Considerations

Impact on Trees and Landscaping

9.25 Saved Policies 99 and 100 of the Local Plan and Policy CS12 of the Core Strategy seek to ensure that retained trees are protected during development and that new planting is a suitable replacement for any removed trees.

9.26 The Council's Trees & Woodlands Officer has been consulted and raised no objection to the proposal, noting that no trees of significant landscape value or amenity will be detrimentally affected by the development.

9.27 The proposed scheme has the potential to provide further soft landscaping on site, as well as appropriate screening. The submitted site plan does outline boundary treatment and landscaping, however should planning permission be granted a condition would be recommended requesting further details of hard surfacing materials, soft landscaping and boundary treatment.

9.28 Subject to the above landscaping condition, the proposal is considered to accord with Saved Policies 99 and 100 of the Dacorum Borough Local Plan and Policy CS12 of the Core Strategy.

Contaminated Land

9.29 Core Strategy Policy CS32 seeks to maintain soil quality standards, remediate contaminated land and maintain air quality standards throughout the area. The site does not reside within an area of known land contamination, however the Council's Environmental Health Officer has recommended a contaminated land 'discovery' planning condition. This would be added should permission be granted. The Environmental Health Officer also suggested that the applicant should propose measures to support sustainable travel and air quality improvements. However, given the small-scale of the development, it is not considered that such a condition would meet the tests set out in paragraph 57 of the NPPF, specifically that it would not be 'fairly and reasonably related in scale and kind to the development'.

Waste Management

9.30 Saved Policy 129 of the Dacorum Borough Local Plan seeks to ensure that developments have adequate storage for refuse and recycling. This information has not been provided on the submitted site plan, however it is considered that there would be sufficient space within the site to store wheelie bins. The development could be incorporated into the existing refuse and recycling service and therefore complies with Policy 129.

Response to Markyate Parish Council Objection

9.31 The Parish Council have objected on the grounds that the proposed development constitutes infilling, which is contrary to the Parish Plan. Markyate does not have a neighbourhood plan that has been adopted by Dacorum Borough Council, as Local Planning Authority. Therefore, limited to no

weight can be attributed to the Parish Plan, as it is not currently part of the statutory development plan for the designated area. The proposed development has been assessed against the relevant policies of the statutory development plan, i.e. the Core Strategy and Local Plan Policies as detailed above. There are no policies within the development plan that restrict infilling within residential areas, rather optimising the use of urban land is encouraged.

9.32 The Parish Council has also objected on the grounds that the proposed development would restrict access for vehicles which will lead to an increase in road parking in a dangerous location. As outlined above, there appears to be a civil arrangement between neighbours whereby vehicle access and parking has historically been permitted within the site. This is not a planning matter and, in terms of highway safety, the Highway Authority has been consulted and raised no objection to the proposal.

9.33 The Parish Council has also objected on the grounds of residential amenity, however this has been addressed in the relevant section above. The views of the Parish Council have been taken into consideration, however, given the above assessment, it is not considered that the objections can be sustained.

Habitats Regulations Assessment – Chilterns Beechwoods SAC

9.34 As part of its ongoing work to prepare the Local Plan, Dacorum Borough Council is required by law to undertake a Habitats Regulations Assessment (HRA) to understand the impacts that current and planned future growth is having on sites designated under the Habitats and Birds Directive. Evidence gathered to date concludes that the integrity of the Chilterns Beechwoods SAC, particularly at Ashridge Commons and Woods SSSI, is being harmed as a result of public access and disturbance.

9.35 Natural England recognises that there could be a serious potential conflict between the plans for any new housing development in the area surrounding the Chilterns Beechwoods SAC, and the conservation objectives for the protected features there. As such, a mitigation strategy needs to be developed to offset the current harm to the sites.

9.36 The application site resides within the Chilterns Beechwoods 'zone of influence', therefore following advice from Natural England, a mitigation strategy is needed, which sets out the actions necessary to protect the SAC from both existing and future pressures. At a meeting held on 15 November 2022, Dacorum Borough Council Cabinet approved the Chilterns Beechwoods Special Area of Conservation Mitigation Strategy. It also approved two Suitable Alternative Natural Greenspace (SANG) Management Plans for Bunkers Park and Chipperfield Common.

9.37 The new Mitigation Strategy sets out targeted measures to protect the site and to accommodate the predicted pressures associated with future growth within the 12.6-kilometre Zone of Influence that extends from Ashridge Commons and Woods Site of Special Scientific Interest (SSSI). These measures will be delivered through a range of projects by the National Trust over a period of around 80 years (to 2102-2103).

9.38 The National Trust has confirmed that these Strategic Access Management and Monitoring (SAMMS) measures will cost a total of £18.2million. This cost will be shared across all of the affected local authorities. In Dacorum, this means that developers will be required to pay a tariff for each new home built.

9.39 To help to reduce recreational pressures on Ashridge Commons and Woods, alternative green spaces need to be identified. All new developments within the Zone of Influence will need to make provision for a new Suitable Alternative Natural Greenspace (SANG), or alternatively contribute towards the maintenance of a suitable SANG project elsewhere.

9.40 Larger developments (10 or more new homes) must be located close to a suitable SANG. Smaller developments can contribute towards an existing SANG. Developers that are unable to provide a suitable new SANG will be required to make a payment to us towards the long-term management and maintenance of these sites.

9.41 The proposed development would be eligible to financially contribute to the two SANG Management Plans for Bunkers Park and Chipperfield Common, which would be secured via legal agreement should planning permission be granted.

Community Infrastructure Levy (CIL)

9.42 Policy CS35 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 (CIL) was adopted in February 2015 and came into force on the 1st July 2015. This application is CIL Liable and resides within CIL Zone 3.

10. CONCLUSION

10.1 By virtue of its layout, design and scale the proposed dwelling will integrate with the street scape character and will not adversely impact upon the residential amenity of neighbouring occupants. The proposal would make effective use of land and would meet the requirements in terms of parking provision. The proposal is therefore in accordance with Saved Appendix 3 of the Dacorum Borough Local Plan, Policies CS4, CS10, CS11 and CS12 of the Core Strategy and the NPPF.

11. RECOMMENDATION

11.1 That the application be **DELEGATED** with a view to **APPROVAL** subject to appropriate assessment in accordance with article 6(3) of the Habitats Directive and securing a mitigation package to avoid any further significant effects on the Chilterns Beechwood Special Area of Conservation (SAC) through financial contributions secured by legal agreement and the imposition of the proposed conditions.

Conditions and Reasons:

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

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

- 2. No development (excluding demolition/ground investigations) shall take place until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.**

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

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

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

Any tree or shrub which forms part of the approved landscaping scheme which within a period of 5 years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a similar species, size and maturity.

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

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

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

Reason: To ensure that the issue of contamination is adequately addressed to protect human health and the surrounding environment and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

5. **The windows annotated as 'window to be obscurely glazed' on drawing no. BURG/22302/PLAN1N at first floor level on the southwest, northwest and southeast elevations of the dwelling hereby permitted, shall be non-opening below a level of 1.7m above internal floor level and permanently fitted with obscured glass, and retained as such in perpetuity.**

Reason: In the interests of the residential amenities of the occupants of surrounding dwellings in accordance with Policy CS12 (c) of the Dacorum Borough Council Core Strategy (2013) and Paragraph 130 (f) of the National Planning Policy Framework (2021).

6. **The 600mm high decorative trellis between points A and B shown on the extended northwest elevation on drawing no. BURG/22306/PLAN1N, shall be retained as such in perpetuity.**

Reason: In the interests of the residential amenities of the occupants of the adjacent dwellings in accordance with Policy CS12 (c) of the Dacorum Borough Council Core Strategy (2013) and Paragraph 130 (f) of the National Planning Policy Framework (2021).

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

**Schedule 2, Part 1, Classes A, and C
Schedule 2, Part 2, Class A**

Reason: To enable the Local Planning Authority to retain control over the development in the interests of safeguarding the residential and visual amenity of the locality in accordance with Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 130 of the National Planning Policy Framework (2021).

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

**BURG/22208/SITE1
BURG/22302/PLAN1N**

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

Informatives:

1. 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.

2. Construction Dust Informative: Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

3. 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.
4. Air Quality Informative: As an authority we are looking for all development to support sustainable travel and air quality improvements as required by the NPPF. We are looking to minimise the cumulative impact on local air quality that ongoing development has, rather than looking at significance. This is also being encouraged by DEFRA.

As a result as part of the planning application I would recommend that the applicant be asked to propose what measures they can take as part of this new development, to support sustainable travel and air quality improvements. These measures may be conditioned through the planning consent if the proposals are acceptable.

A key theme of the NPPF is that developments should enable future occupiers to make "green" vehicle choices and (paragraph 35) "incorporates facilities for charging plug-in and other ultra-low emission vehicles". Therefore an electric vehicle recharging provision rate of 1 vehicle charging point per 10 spaces (unallocated parking) is expected. To prepare for increased demand in future years, appropriate cable provision should be included in the scheme design and development, in agreement with the local authority.

Please note that with regard to EV charging for residential units with dedicated parking, we are not talking about physical charging points in all units but the capacity to install one. The cost of installing appropriate trunking/ducting and a dedicated fuse at the point of build is miniscule, compared to the cost of retrofitting an EV charging unit after the fact, without the relevant base work in place.

In addition, mitigation in regards to NOx emissions should be addressed in that all gas fired boilers to meet a minimum standard of 40 mg NOx/Kwh or consideration of alternative heat sources.

5. Invasive and Injurious Weeds - Informative: Weeds such as Japanese Knotweed, Giant Hogweed and Ragwort are having a detrimental impact on our environment and may injure livestock. Land owners must not plant or otherwise cause to grow in the wild any plant listed on schedule 9 of the Wildlife and Countryside Act 1981. Developers and land owners should therefore undertake an invasive weeds survey before development commences and take the steps necessary to avoid weed spread. Further advice can be obtained from the Environment Agency website at <https://www.gov.uk/japanese-knotweed-giant-hogweed-and-other-invasive-plants>
6. Informative: Identifying Potentially Contaminated Material: Materials or conditions that may be encountered at the site and which could indicate the presence of contamination include, but are not limited to: Soils that are malodorous, for example a fuel odour or solvent-type odour, discoloured soils, soils containing man-made objects such as paint cans, oil/chemical drums, vehicle or machinery parts etc., or fragments of asbestos or potentially asbestos containing materials. If any other material is encountered that causes doubt, or which is significantly different. The safe and secure occupancy of the site, in respect of land contamination, lies with the developer. Guidance on how to assess and manage the risks from land contamination can be found here <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>

7. 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 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.
8. 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. 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.
9. 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.
10. 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
Trees & Woodlands	According to the information submitted no trees of significant landscape value or amenity will be detrimentally affected by the development. Subsequently I have no objections to the application being approved
Strategic Planning & Regeneration (DBC)	I've reviewed this planning application and I do not believe it is necessary for Strategic Planning to formally comment on it. Its likely that the key issues relate to technical details, including the relationship of the site to neighbouring properties and private amenity space, rather than the principle of development in this location.
Parish/Town Council	Objection on ground of overdevelopment of site, that the development constitutes infilling contrary to the Parish Plan, it restricts access for

	<p>vehicles which will lead to an increase in road parking in a dangerous location, It overlooks neighbouring garden and conservatory causing loss of light and privacy.</p>
<p>Parish/Town Council</p>	<p>The Parish Council object to this application as follows:</p> <ol style="list-style-type: none"> 1. Over-development of site 2. Constitutes infilling 3. Contrary to policies laid down in our Parish Plan
<p>Environmental And Community Protection (DBC)</p>	<p>With reference to the above planning application, please be advised Environmental Health would have no objections or concerns re noise, odour or air quality. However I would recommend the application is subject to informatives for waste management, construction working hours with Best Practical Means for dust, air quality and Invasive and Injurious Weeds which we respectfully request to be included in the decision notice. I would also be minded to advise the developer of the distance from the existing railway line (200m) when considering glazing and insulation specifications.</p> <p>Please note the construction working hours have been updated since the previously granted applications and I would therefore request that you draw this to the attention of the applicant.</p> <p>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.</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>Construction Dust Informative</p>

Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

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.

Air Quality Informative.

As an authority we are looking for all development to support sustainable travel and air quality improvements as required by the NPPF. We are looking to minimise the cumulative impact on local air quality that ongoing development has, rather than looking at significance. This is also being encouraged by DEFRA.

As a result as part of the planning application I would recommend that the applicant be asked to propose what measures they can take as part of this new development, to support sustainable travel and air quality improvements. These measures may be conditioned through the planning consent if the proposals are acceptable.

A key theme of the NPPF is that developments should enable future occupiers to make "green" vehicle choices and (paragraph 35) "incorporates facilities for charging plug-in and other ultra-low emission vehicles". Therefore an electric vehicle recharging provision rate of 1 vehicle charging point per 10 spaces (unallocated parking) is expected. To prepare for increased demand in future years, appropriate cable provision should be included in the scheme design and development, in agreement with the local authority.

Please note that with regard to EV charging for residential units with dedicated parking, we are not talking about physical charging points in all units but the capacity to install one. The cost of installing appropriate trunking/ducting and a dedicated fuse at the point of build is miniscule, compared to the cost of retrofitting an EV charging unit after the fact, without the relevant base work in place.

In addition, mitigation in regards to NOx emissions should be addressed in that all gas fired boilers to meet a minimum standard of 40

	<p>mg NOx/Kwh or consideration of alternative heat sources.</p> <p>Invasive and Injurious Weeds - Informative Weeds such as Japanese Knotweed, Giant Hogweed and Ragwort are having a detrimental impact on our environment and may injure livestock. Land owners must not plant or otherwise cause to grow in the wild any plant listed on schedule 9 of the Wildlife and Countryside Act 1981. Developers and land owners should therefore undertake an invasive weeds survey before development commences and take the steps necessary to avoid weed spread. Further advice can be obtained from the Environment Agency website at https://www.gov.uk/japanese-knotweed-giant-hogweed-and-other-invasive-plants</p>
<p>Conservation & Design (DBC)</p>	<p>Amended plans have been submitted for this application. These comments follow on from conservation comments dated 7th September 2022.</p> <p>The amended plans have sited the house slightly further back, closer to the front of the rendered extension to number 33 as requested. However, the front elevation does still jut in front marginally and would be improved further by siting it in line.</p> <p>The materials are now more in keeping with the prevailing character of the road, brick elevations and slate roof tiles. There is no information on the windows but these should be painted timber. The rendered lean-to bike shed appears to be a little incongruous on the side elevation facing the drive. The design would be improved if this were removed and bike storage provided separately to the rear.</p> <p>The plans now include a drawing showing the proposed house in relation to number 33 and number 39. The ridge height is slightly higher than number 33 but in the context of the rising land is acceptable.</p> <p>The proposal now sits more quietly within its context and providing the minor amendments are made should not impact negatively on the setting of the listed buildings and should harmonise better with the prevailing character of the street.</p> <p>If the application is approved it should have a materials condition, full details on hard and soft landscaping, require timber windows and Flemish bond brickwork.</p> <p>Recommendation: Broadly acceptable in terms of design and conservation but minor amendments needed (setting front elevation in line with side extension of number 33, removal of bike shed)</p>

<p>Environmental And Community Protection (DBC)</p>	<p>Having reviewed the documentation submitted with the above planning application, with particular consideration to and having considered the information held the by ECP team I have the following advice and recommendations in relation to land contamination.</p> <p>The development, if permitted, will not result in a change of land use and there is no former land use on or immediately adjacent to the application site that would be expected to result in ground contamination. As such the proposed development is not expected to introduce any new pathways of exposure to contamination and in any event the historical land use of the site as residential since it was first developed suggests that contamination would not be expected.</p> <p>As such, it is considered that the following contaminated land 'discovery' planning condition shall be sufficient, if planning permission is to be granted. This provides for unexpected contamination originating from the application site or the migration of contamination from neighbouring sites, to be dealt with in an appropriate way.</p> <p>Discovery Condition - Contaminated Land:</p> <p>Should any ground contamination be encountered during the construction of the development hereby approved (including groundworks), works shall be temporarily suspended, unless otherwise agreed in writing by the Local Planning Authority, and a Contamination Remediation Scheme shall be submitted to (as soon as practically possible) and approved in writing by, the Local Planning Authority. The Contamination Remediation Scheme shall detail all measures required to render this contamination harmless and all approved measures shall subsequently be fully implemented prior to the first occupation of the development hereby approved.</p> <p>Should no ground contamination be encountered or suspected upon the completion of the groundworks, a statement to that effect shall be submitted in writing to the Local Planning Authority prior to the first occupation of the development hereby approved.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed to protect human health and the surrounding environment and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Informative: Identifying Potentially Contaminated Material</p> <p>Materials or conditions that may be encountered at the site and which could indicate the presence of contamination include, but are not limited to:</p> <p>Soils that are malodorous, for example a fuel odour or solvent-type odour, discoloured soils, soils containing man-made objects such as paint cans, oil/chemical drums, vehicle or machinery parts etc., or fragments of asbestos or potentially asbestos containing materials. If any other material is encountered that causes doubt, or which is</p>
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	<p>significantly different Informative: The safe and secure occupancy of the site, in respect of land contamination, lies with the developer. The above conditions are considered to be in line with paragraphs 174 (e) & (f) and 183 and 184 of the NPPF 2021.</p> <p>Guidance on how to assess and manage the risks from land contamination can be found here https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm</p>
Hertfordshire Highways (HCC)	<p>AMENDED PROPOSAL</p> <p>Proposed new Residential Dwelling</p> <p>Recommendation</p> <p>Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.</p> <p>Highway Informatives</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. 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</p>

permission and requirements before construction works commence. 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.

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.

Comments

The proposal is for the construction of a new Residential Dwelling at land Between 33 And 39 Pickford Road, Markyate. Pickford Road is a 30 mph unclassified local access route that is highway maintainable at public expense. The existing site serves as 3 storage units with a hardstanding.

Highway Matters

The site has an existing highways access with gate which has been in use for over 10 years. The proposal is to keep this access and gate to serve the new dwelling. The gate is set back 5 metres which is deemed acceptable. No alteration are proposed to the existing highway network. The new dwelling will be in an existing residential area which has adequate local transport facilities in terms of buses. Parking is a matter for the Local Planning Authority and therefore any parking arrangements will need to be agreed by them.

Drainage

The proposed hardstanding would need to make adequate provision for drainage on site to ensure that surface water does not discharge onto the highway. Surface water from the existing and the new driveway would need to be collected and disposed of on site.

Emergency Vehicle Access

The proposed dwelling is within the recommended emergency vehicle

	<p>access of 45 metres from the highway to all parts of the buildings. This is in accordance with the guidance in 'MfS', 'Roads in Hertfordshire; A Design Guide' and 'Building Regulations: Fire Safety Approved Document B Vol 1 - Dwellinghouses'.</p> <p>Refuse / Waste Collection</p> <p>Provision would need to be made for an on-site bin-refuse store within 30m of the dwelling and within 25m of the kerbside/bin collection point. The collection method must be confirmed as acceptable by DBC waste management.</p> <p>Conclusion</p> <p>HCC has no objections or further comments on highway grounds to the proposed development, subject to the inclusion of the above highways informatives.</p>
<p>Natural England</p>	<p>NATURAL ENGLAND'S ADVICE</p> <p>OBJECTION - FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS ON DESIGNATED SITES - DEVELOPMENT WITHIN 12.6 KILOMETRES OF CHILTERN'S BEECHWOODS SPECIAL AREA OF CONSERVATION (SAC)</p> <p>Between 500 metres to 12.6km from Chilterns Beechwoods SAC, a Habitats Regulations Assessment is required to determine Likely Significant Effect. Mitigation measures will be necessary to rule out adverse effects on integrity.</p> <p>Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation.</p> <p>Please re-consult Natural England once this information has been obtained.</p> <p>When there is sufficient scientific uncertainty about the likely effects of the planning application under consideration, the precautionary principle is applied to fully protect the qualifying features of the European Site designated under the Habitats Directive.</p> <p>Footprint Ecology carried out research in 2021 on the impacts of recreational and urban growth at Chilterns Beechwoods Special Area of Conservation (SAC), in particular Ashridge Commons and Woods Site of Special Scientific Interest (SSSI). Due to this new evidence, Natural England</p> <p>Page 2 of 6</p> <p>recognises that new housing within 12.6km of the internationally designated Chilterns Beechwoods SAC can be expected to result in an increase in recreation pressure.</p> <p>The 12.6km zone proposed within the evidence base carried out by Footprint Ecology represents the core area around Ashridge Commons and Woods SSSI where increases in the number of residential</p>

properties will require Habitats Regulations Assessment. Mitigation measures will be necessary to rule out adverse effects on the integrity of the SAC from the cumulative impacts of development.

In addition Footprint Ecology identified that an exclusion zone of within 500m of the SAC boundary was necessary as evidence indicates that mitigation measures are unlikely to protect the integrity of the SAC.

Impacts to the SAC as a result of increasing recreation pressure are varied and have long been a concern. The report identified several ways in which public access and disturbance can have an impact upon the conservation interest of the site, these included:

- o Damage: encompassing trampling and vegetation wear, soil compaction and erosion;
- o Contamination: including nutrient enrichment (e.g. dog fouling), litter, invasive species;
- o Fire: increased incidence and risk of fire; and
- o Other: all other impacts, including harvesting and activities associated with site management.

In light of the new evidence relating to the recreation impact zone of influence, planning authorities must apply the requirements of Regulation 61 of The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, to housing development within 12.6km of the SAC boundary. The authority must decide whether a particular proposal, alone or in combination with other plans or projects, would be likely to have a significant effect on the SAC.

Natural England are working alongside all the involved parties in order to achieve a Strategic Solution that brings benefits to both the SAC and the local area to deliver high quality mitigation. Once the strategy has been formalised all net new dwellings within the 500m - 12.6km zone of influence will be expected to pay financial contributions towards the formal strategy. In the Interim we are looking for bespoke mitigation to avoid adverse impacts upon the SAC from recreational disturbance.

Consequently, it is Natural England's view that the planning authority will not be able to ascertain that this proposed development as it is currently submitted would not adversely affect the integrity of the SAC. In combination with other plans and projects, the development would be likely to contribute to a deterioration of the quality of the habitat by reason of increased access to the site including access for general recreation and dog-walking. There being alternative solutions to the proposal and there being no imperative reasons of overriding public interest to allow the proposal, despite a negative assessment, the proposal will not pass the tests of Regulation 62.

Other advice

The proposed development is located within a proposed area of search which Natural England is considering as a possible boundary variation to the Chilterns Area of Outstanding Natural Beauty

	<p>Page 3 of 6</p> <p>(AONB). Although the assessment process does not confer any additional planning protection, the impact of the proposal on the natural beauty of this area may be a material consideration in the determination of the development proposal. Natural England considers the Chilterns to be a valued landscape in line with paragraph 174 of the National Planning Policy Framework (NPPF). Furthermore, paragraph 176 of the NPPF states that development in the settings of AONBs should be sensitively located and designed to avoid or minimise impacts on the designated areas. An assessment of the landscape and visual impacts of the proposal on this area should therefore be undertaken, with opportunities taken to avoid or minimise impacts on the landscape and secure enhancement opportunities. Any development should reflect or enhance the intrinsic character and natural beauty of the area and be in line with relevant development plan policies.</p> <p>An extension to an existing AONB is formally designated once a variation Order, made by Natural England, is confirmed by the Defra Secretary of State. Following the issue of the designation order by Natural England, but prior to confirmation by the Secretary of State, any area that is subject to a variation Order would carry great weight as a material consideration in planning decisions.</p> <p>Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.</p> <p>If you have any queries relating to the advice in this letter please contact the case officer Ryan Rees on 07425 617458 or by email ryan.rees@naturalengland.org.uk.</p> <p>For any new consultations or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.</p>
Thames Water	<p>Thank you for consulting Thames Water on this planning application. Having reviewed the details, we have no comments to make at this time.</p> <p>Should the details of the application change, we would welcome the opportunity to be re-consulted.</p>

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
7	3	0	3	0

Neighbour Responses

Address	Comments
Markyate Village Hall Cavendish Road Markyate St Albans Hertfordshire AL3 8PS	As infilling, objection on the same grounds as previous objections
4 Bartholomew Green Markyate St Albans Hertfordshire AL3 8RX	<p>The current plan now has 2 windows intruding and overlooking straight into the rear windows & amenity space of my home.</p> <p>If this plan is passed, then an appropriate planting scheme to be considered & discussed as screening and consequently maintained.</p> <p>Objection to plan for 2 reasons:</p> <p>Loss of privacy & possible visual intrusion from the top window overlooking into my property.</p> <p>The change of use of the land resulting in more noise, disturbance & pollution from the parking area.</p>
33 Pickford Road Markyate St Albans Hertfordshire AL3 8RS	<p>We must object to the project for the following reasons:</p> <p>We are not happy with the way Town&Country kept us informed about what is going on in this matter. On the 18th of June 2022 someone handed us in person an A4 copy of the draft plan asking us to think it through. On the 19th we formulated our tentative objections via email and requested a full A1 copy in order to establish the details. We got no answer, not even to our letter of the 1st of July. On the 1st of September, they brought us the requested A1 copy of the plan in person (the plan virtually unchanged) and told us that we could discuss the matter after his return from holiday. He did not tell us that the planning application had already been in and that "after his return from holiday" would coincide with the deadline for objecting to the application. That we learned from a sticker attached to a lamp post.</p> <p>The proposed dwelling is situated not in the upper and wider part of the driveway, but in the narrow lower end of it. The consequence of this decision is that the planned residential dwelling is squeezed into a very limited space. We do have an extensive Right of Way for this lower part of the driveway. Having a space to park our car was one of the reasons for acquiring no 33 Pickford Road. The other was the fact that no 33 is a beautiful Georgian building that together with its gardens has been maintained carefully in the last decade. Squeezing in the proposed dwelling means that the access to our property would be seriously restricted. It turns out that the planned building would protrude into the driveway and leave only a space of 2.50 meters (maximum) for cars to get through. This would create a permanent hazard for vehicles and make it impossible for some vans (such as that of our gardener) to enter. Further, no turning circle has been provided that would allow us or anybody else to turn into our property. Our Right of Way would have been compromised and we would be forced to park our car on the road, making a bad situation even worse.</p> <p>Traffic and congestion are problems on Pickford Road, especially in</p>

term time and during rush hours. The driveway is opposite to Sebright Road which can be one of the neuralgic points at high traffic loads. The proposed dwelling would lead to more cars and thus increase the pressure in this part of the village.

Finally, the proposed dwelling is directly facing our property at a minimal distance - just 5.5m. This does not only lead to a loss of light for us, but also means that our conservatory is fully overlooked by our new neighbours. Our privacy would be seriously invaded. The character of no 33 as a Georgian residence in pleasant surroundings would not gain anything by the new development. I do also not think that the character of this part of the village would gain anything. No 33 Pickford Road stands at the end of longer row of historical buildings. There is no need to spoil the vista with a squeezed-in new-built. The proposal should not go ahead.

These objections relate to the third version of the planning application 22/02531/FUL (dated 4/11/22 and containing modifications to the proposed building).

Historical context. The application ignores the important historical context of the immediate group of dwellings. Houses nos 27, 29 and 31 are Grade II Listed Buildings. No 33 is documented for 1838. Although not in a formal Conservation Area, they are part of a block of historic buildings representative of an important era in British history and might, under other circumstances, be considered as qualifying for Conservation status. A new development on this small site should be considered as being out of context with its surroundings.

Overdevelopment. The piece of land in question is essentially and historically a drive or private roadway. The Victorian paving of the road surface along its way is clearly visible. The Ordnance Surveys of 1880, 1898 and 1924 show the entrance to the drive from Pickford Road. The function of the drive has been and still is to give vehicular access for the row of Georgian houses on this side of Pickford Road, to their gardens. This is why the title deeds of number 33, 31 and 29 Pickford Road have explicit easements (vehicular access) in this regard. Cars and vans have used the drive daily for as long as we have lived here (since 2011). Though the drive always had some outbuildings, there never was a residential dwelling. It is a private roadway. To turn this into a 'house with garden' would mean to deny the rationale of the working of this block of Georgian buildings.

Restricted access. The position of the proposed dwelling, though now smaller than originally planned, in the tight lower section of the drive, still makes it difficult for cars, especially for vans, to reverse into or out of the driveway. Though we do have a garage in the rear of our garden, there would remain no way for our own cars to enter or leave our property as there would be an insufficient turning circle on the drive. We are afraid, and contrary to what the application says, that our right of access to the garage would be compromised and we too would have to park our cars on Pickford Road making a congested parking situation even worse. The planning application has not taken into consideration our loss of off-street parking.

Overdevelopment. The piece of land in question is not a garden with outbuildings waiting for a house to be built upon it, as the application

has it, but a drive or private roadway. The Victorian paving of the road surface along its way is clearly visible. The Ordnance Surveys of 1880, 1898 and 1924 show the entrance to the drive from Pickford Road. The function of the drive has been and still is to give vehicular access for the row of Georgian houses, some of them listed buildings, on this side of Pickford Road, to their gardens. This is why the title deeds of number 33, 31 and 29 Pickford Road have explicit easements (vehicular access) in this regard. Cars have used the drive daily for as long as we have lived here (since 2011). There is parking space for two cars (not one as the application has it). The plot of land always had some outbuildings, but never a residential dwelling. It is a private roadway. To change its function would mean to deny the rationale of the working of this block of Georgian buildings. Overdevelopment, in this case, is the attempt at unnecessarily ignoring the historical setting of the area.

Out of character. The proposed building does not match the Georgian frontages adjacent to the site. It looks rather like a life boat station that is squeezed into the lower and very narrow end of the roadway. It would clearly be visible from Pickford Road and impact its street appearance. It is one of the most problematic examples of profit-driven infilling we have seen in our village. This type of backfilling Pickford Road does not serve the community. It goes directly against our Parish Plan.

Restricted access. The position of the proposed dwelling could not have been worse. Situated not in the upper and wider part of the site, but in its tight lower section, the building would protrude right into the roadway and reduce the width of access from 2.85 meters at the gate to about 2.40 m or, when the protruding roof is factored in, to about 2.20 m. Larger vehicles, vans for example (a Ford Transit is 2.47 wide), would get stuck right at the entrance or even be prevented altogether from entering (our gardeners for example). Senior citizens such as ourselves would think twice before squeezing our golf-sized car through a passage where a wall is just a few centimetres away from the wing mirror. In addition, what we would be having here is a source of conflict with the new neighbours for years to come (blocking the roadway, damaging walls or hedges or cars, getting stuck and, if several cars are involved, queues building up on Pickford Road as, at this location, we have practically single-lane traffic). We are afraid, and contrary to what the application says, that our right of way would be nullified and we would have to park our car on Pickford Road making a congested situation even worse.

Privacy and light. The proposed building is between 5 m and 7.10 m high but only 5 m away from our home and, because its axis runs from northwest to southeast, would block out much of the afternoon light. Our conservatory in particular would be severely hit by loss of light. Two ground floor windows would overlook directly our property, including the conservatory, rear entrance, patio and garden. This cannot be accepted.

Overdevelopment. The piece of land in question is not a garden with outbuildings waiting for a house to be built upon it, as the application has it, but a drive or private roadway. The Victorian paving of the road surface along its way is clearly visible. The Ordnance Surveys of 1880, 1898 and 1924 show the entrance to the drive from Pickford Road. The function of the drive has been and still is to give vehicular access for the

row of Georgian houses, some of them listed buildings, on this side of Pickford Road, to their gardens. This is why the title deeds of number 33, 31 and 29 Pickford Road have explicit easements (vehicular access) in this regard. Cars have used the drive daily for as long as we have lived here (since 2011). There is parking space for two cars (not one as the application has it). The plot of land always had some outbuildings, but never a residential dwelling. It is a private roadway. To change its function would mean to deny the rationale of the working of this block of Georgian buildings. Overdevelopment, in this case, is the attempt at unnecessarily ignoring the historical setting of the area.

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