

**ADMINISTRATIVE COUNTY OF HERTFORD**

The Council of the BOROUGH OF .....  
URBAN DISTRICT OF **BERKHAMSTED.** .....  
RURAL DISTRICT OF .....

**TOWN & COUNTRY PLANNING ACT, 1962**

To  
Mr. Lawson,  
per J.H.Upton Esq.,  
33, Hollywood Gardens,  
HAYES.

Change of use of ground floor front from residential  
to shop and replacement of bay window  
at 59/61 High Street, Berkhamsted.

Brief  
description  
and location  
of proposed  
development.

In pursuance of their delegated powers under the above-mentioned Act and the Orders and Regulations for the time being in force thereunder, the Council on behalf of the Local Planning Authority hereby refuse the development proposed by you in your application dated 12.4.65 and received with sufficient particulars on 13.4.65 and shewn on the plan(s) accompanying such application.

The reasons for the Council's decision to refuse permission for the development are:—

1. The development proposed would extend the shopping area fronting onto the trunk road and as no satisfactory facilities for loading, unloading and turning of service vehicles or parking space are included in the application an increase in interference with the safety and freedom of flow of the trunk road traffic would result.
2. In the approved Berkhamsted Town Map the site is zoned for primarily residential purposes and the proposed use of the site would not conform to this zoning and would provide for shopping development over and above that which is provided for in the Plan.

Dated 19th day of July 19 65

*R. Redding*  
Clerk/Surveyor of the Council

NOTE.

(1) If the applicant wishes to have an explanation of the reasons for this refusal it will be given on request and a meeting arranged if necessary.

(2) If the Applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may by notice served within one month of receipt of this notice, appeal to the Minister of Housing and Local Government in accordance with Section 23 of the Town and Country Planning Act, 1962. The Minister has power to allow a longer period for the giving of a Notice of Appeal and he will exercise his power in cases where he is satisfied that the applicant has deferred the giving of notice because negotiations with the local planning authority in regard to the proposed development are in progress. The Minister is not, however, required to entertain such an appeal if it appears to him that permission for the proposed development could not have been granted by the local planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the provision of Section 17(1), 18(1) and 38 of the Act and of the Development Order and to any directions given under the Order.

(3) If permission to develop land is refused, or granted subject to conditions, whether by the local planning authority or by the Minister of Housing and Local Government, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Council of the County District in which the land is situated a purchase notice requiring that Council to purchase his interest in the land in accordance with Section 129 of the Town and Country Planning Act, 1962.

(4) In certain circumstances, a claim may be made against the local planning authority or the Minister of Housing and Local Government for compensation, where permission is refused, or granted subject to conditions by the Minister on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 123 and Part VI of the Town and Country Planning Act, 1962.



MINISTRY OF HOUSING & LOCAL GOVERNMENT

Whitehall, LONDON, S.W.1

Telegrams: Locoplan, Parl, London

Telephone: TRAFALGAR 8020 , ext.

Please address any reply to

THE SECRETARY

and quote:

APP/839/A/1974

Your reference:

28<sup>th</sup> September 1966

Sir,

Town and Country Planning Act 1962 - Section 23

Appeal by Mr. H. Lawson

Premises at Nos. 59/61, High Street, Berkhamsted

1. I am directed by the Minister of Housing and Local Government to say that consideration has been given to the report of his Inspector, Mr. F. R. King, LL.B., A.M.I.C.E., A.M.I.Mun.E., who held a local inquiry into your client's appeal against the decision of Berkhamsted Urban District Council, acting on behalf of Hertfordshire County Council, to refuse planning permission for the change of use from residential to shop of the ground floor front of No. 59/61 High Street, Berkhamsted, and the replacement of a bay window.

2. A copy of the Inspector's report is enclosed.

3. The Inspector found among other facts that the appeal premises comprised the ground floor front room of a house in a two-storey terrace on a section of trunk road A.41 forming the High Street of Berkhamsted, a linear town. The premises of about 12 feet square would be used as an extension of the appellant's antique shop (at No.59) to which they had internal access on the south-east: a house adjoined on the north-west. An opening about 7½ feet wide gave direct access from a residential side road (Highfield Road) into an old stable building, which had access to the back-yard of the appeal premises and the existing antique shop and which was used by the appellant for loading and unloading antiques. Demolition of the stable building would provide access from the side road to the back-yard for vehicles to enter for parking, loading and unloading.

4. The Inspector in his conclusions said that because loading and unloading for most of the existing shops in High Street had to take place from the busy trunk road, it was sound practice to oppose any new development at the appeal premises which would result in an increase in interference with the safety and freedom of flow of traffic on the trunk road. Nevertheless, the proposed shop would be exceptional in that it would be a small extension of an existing shop having limited facilities only for servicing at the back, and the impact of the appeal proposal upon existing traffic conditions in the trunk road would not be significant. Moreover, the provision in the yard behind the existing antique shop and that proposed of adequate facilities for vehicles to enter for parking, loading and unloading would be an indirect benefit to users of the trunk road. Taking into account the mixed nature of the frontage development in High Street near the site in contrast to housing frontages of the residential roads on the south, the proposed small shop adjoining a long-established one would not harm the area which had been allocated for primarily residential uses. Further, the new shopping development envisaged for the central

/area

F. J. Young Esq., A.R.I.C.S.

97, Thorpe Crescent

WATFORD

Hertfordshire

area for which there were no firm proposals would be unlikely to be put out of balance by the small scale of the appeal proposal. The Inspector recommended that the appeal be allowed subject to a condition that space be provided in the back-yard of the appeal premises and adjoining antique shop for loading, unloading and parking of vehicles, provision being made to enable vehicles to enter and leave in forward gear.

5. The Minister agrees with the Inspector's conclusions and accepts his recommendation: accordingly he allows your client's appeal and hereby grants planning permission for the change of use to shop of the ground floor front of No. 59/61 High Street, Berkhamsted and the replacement of a bay window in accordance with the deposited plan, subject to the following conditions:-

- (i) space shall be provided in the back-yard of the appeal premises and adjoining antique shop for the loading, unloading and parking of vehicles, including provision to enable vehicles to enter and leave the premises in forward gear, as may be agreed with the local planning authority or, in default of agreement, as shall be determined by the Minister;
- (ii) the premises shall be used for the purpose of the same retail trade as is carried on for the time being at No. 59 High Street and for no other purpose (including any other purpose in Class I. of the Town and Country Planning (Use Classes) Order 1963).

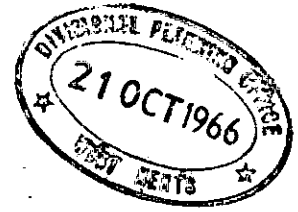
6. This letter does not convey any approval or consent which may be required under any enactment, byelaw, order or regulation other than section 13 of the Town and Country Planning Act 1962.

I am, Sir,  
Your obedient Servant,

(H. C. ROLLINGTON)  
Authorised by the Minister  
to sign in that behalf

BERKHAMSTED U.D.C.
CLERK'S DEPT.
29 SEP 1966
Pass to.....
Noted by.....
Ans'd.....

W/863/65



HERTFORDSHIRE COUNTY COUNCIL

BERKHAMSTED URBAN DISTRICT

APPEAL

by

MR. H. LAWSON

Inspector: F. R. King, LL.B., A.M.I.C.E., A.M.I.Mun.E.

Date of Inquiry: 31st May 1966

File No.: APP/839/A/1974

Whitehall

London S.W.1

30th June 1966

To The Right Honourable Richard Crossman, O.B.E., M.P.,  
Minister of Housing and Local Government.

Sir,

I have the honour to report that on the 31st May 1966 I held an inquiry (in the place of Mr. L. F. Goodwin) at the Civic Centre, Berkhamsted into an appeal by Mr. H. Lawson under section 23 of the Town and Country Planning Act 1962, against the refusal of the Berkhamsted Urban District Council, acting on behalf of the Hertfordshire County Council, to permit the change of use of ground floor front from residential to shop and replacement of bay window at 59/61 High Street, Berkhamsted.

1. The Reasons for Refusal are:-

1. The development proposed would extend the shopping area fronting onto the trunk road and as no satisfactory facilities for loading, unloading and turning of service vehicles or parking space are included in the application an increase in interference with the safety and freedom of flow of the trunk road traffic would result.
2. In the approved Berkhamsted Town Map the site is zoned for primarily residential purposes and the proposed use of the site would not conform to this zoning and would provide for shopping development over and above that which is provided for in the Plan.

2. This report includes a description of the appeal site and surroundings, the gist of the representations made at the inquiry, and my findings of fact, conclusions and recommendation. Lists of appearances, documents and plans are attached.

THE SITE AND SURROUNDINGS

3. The appeal premises are on the south-western side of the London to Aylesbury trunk road A.41 about 600 yards south-east of the town centre of Berkhamsted. This is a linear town whose spine is the High Street which forms part of the trunk road.

4. The premises comprise the front ground floor room of 61 High Street which is a house forming part of a two-storey terrace of varied styles and some 200 years old. The room is about twelve feet square excluding the bay and is empty. The front door now opens directly into the room. Opposite the door a small passage leads away from the room to a small single-storey room at the back with a kitchen adjoining and with a doorway leading to a back-yard. The passage also gives access to an opening into an antique shop in the ground floor of 59 High Street and to a staircase to a flat over the appeal premises and number 59. The antique shop has a front door opening directly into the shop and a door to the backyard, which has also a pedestrian access through a covered passage and doorway beside the shop to High Street.

5. A district residential road named Highfield Road forms a junction with the trunk road about 15 yards south-east of the appeal premises. Between the antique shop and the junction are two houses forming part of the terrace. Within the appellant's back-yard and along the south-western boundary is an old brick and timber stable building which extends to Highfield Road to which it has access at double doors in an opening of about 7½ feet in width. At the other end of the stable are derelict

out-buildings. Doors open from the stable building onto the backyard which is irregular in level and falls towards the High Street. Heaps of brick rubble stand in the yard. Behind the yard is a builder's yard with access to Highfield Road and then a residential district.

6. Both frontages of the trunk road are virtually fully built-up for some 900 yards south-eastwards from the town centre. For the first 250 yards or so of that distance the development comprises mainly shops and is part of the main shopping area of the town. On the remaining distance the frontage development is varied. It includes shops, offices, surgeries and dwellings, the latter becoming predominant towards the south-eastern end on the same side as the appeal premises whilst on the opposite side there are industrial and laboratory uses.

7. In front of the premises is a forecourt about 8 feet wide, a 7 feet wide footway and then an asphalt verge about 10 feet wide sloping downwards at about 1 in 5 to the 24 feet wide carriageway. The footway on the opposite side is 12 feet wide. The section of road opposite the appeal premises is subject to a 30 miles per hour speed limit. There is a no-waiting restriction between 8.30 a.m. and 6.30 p.m. on the north-eastern side of that section but not on the opposite side. The restriction applies also for 25 feet on both sides of Highfield Road measured from the nearside edge of the trunk road carriageway. There is Group A street lighting. Highfield Road has a carriageway about 16 feet wide with footways about 5 feet and 5½ feet wide on the south-eastern and north-western sides respectively. This road rises from the trunk road at a gradient of about 1 in 10.

#### THE CASE FOR THE APPELLANT

The material points were:-

8. Notwithstanding the colouring of windows of 59 High Street on the application plan the application related to 61 High Street and was for the change of use of the ground floor room from residential to shop and the replacement of a bay window.

9. The appellant had bought 59 and 61 High Street about eighteen months previously. In July 1965 planning permission had been given for the change of use of the ground floor of number 59 into a licensed betting office but the magistrates had refused to issue a licence. As a consequence the appellant had about nine months ago set up an antique shop there. Planning permission had not been required because the previous use had been that of a grocer's shop.

10. The first reason for refusal was a traffic objection. The appeal premises faced one of the widest sections of the trunk road through Berkhamsted. The no-waiting restrictions which were in force on the north-eastern side of the road opposite the premises did not apply to the south-western side. Further, vehicles parked on the toe of the asphalted verge which sloped downwards from the south-western footway to the carriageway. There were no pedestrian crossings, bus stops or traffic lights near the premises. In that vicinity there were few hold-ups on traffic flow. Visibility along the trunk road was good in either direction.

11. Allowing the appeal would be unlikely to mean an increase in vehicles visiting the premises as a whole; or to cause further interference with the free flow of traffic because the proposed shop would be used for the same purpose as the one existing. It was estimated that the maximum number of visitors to the existing shop and that proposed would be about eighteen daily. Not all would be motorised. Customers generally asked for antiques to be delivered. No heavy vehicles would visit the premises: as was general within the antique trade the appellant did not deal in large furniture. He purchased all his own antiques; carried them by a seven-hundredweight van; and unloaded them in the old stables building which had access to the back-yard (plan B). The public highway was not used for the loading or unloading of his goods.

12. About four cars or vans could be accommodated in the stables which had a vehicular access from Highfield Road of about  $7\frac{1}{2}$  feet in width. Demolition of the stables would provide for the backyard an entrance at least 12 feet wide of which 3 feet would continue to be used as a pedestrian rear access to numbers 2 and 4 Highfield Road; and there would be adequate room in the back-yard for facilities for loading and unloading and parking to meet local standards. That would be an improvement because those facilities did not exist in the yard at present. Visitors would have to park in the yard if they were unable to do so in Highfield Road because of standing vehicles already there and if no-waiting restrictions were to be extended to the south-western side of the trunk road.

13. The second reason for refusal was a land-use objection. The properties in High Street in the immediate vicinity comprised professional premises, offices, shops, surgeries and residences. Although residential properties predominated they were not so much in the majority as to show up the proposed development as an intrusion. The north-eastern side of the High Street was even more mixed: industrial and laboratory uses were also included. Immediately behind the back-yard a builder's yard, with access to Highfield Road, was a buffer to the wholly residential use behind. The essential charm of the High Street was the mixed development along its entire length. It was possible that an antique shop could enhance the street scene.

14. Antique shops depended on distinction from other shops in order to attract customers and so were generally sited away from the main shopping centres. St. Albans was considered to be the main centre for antiques in Hertfordshire and had virtually all its antique shops away from the central area. The appellant's existing shop was for that reason ideally sited. The success of an antique business was dependent upon a varied stock. The present shop was too small to meet the demand. The proposed shop would be a convenient extension. Conditions limiting the period of consent and limiting the use to an antique shop would be acceptable.

15. The appellant lived in an adequate first floor flat which extended over both the present antique shop and that proposed. The conversion of the ground floor of number 61 into a flat would be sub-standard because the bathroom and lavatory would be reached only through the kitchen and the flat could not be made self-contained from the upstairs one. The logical use for the ground floor front room was a shop.

16. It was stated in the letter (document 3) from the solicitors acting for the owners of number 55 High Street that that house had been modernised inside and that the value for residential purposes would be substantially depreciated if any alterations were now to be made in the planning proposals or if business uses were allowed to intrude; and that the terrace of which numbers 55 to 61 formed part could be similarly modernised to make an attractive residential block providing a type of accommodation for which there was a ready demand. Comments on those statements were (i) that number 55 had been for sale for the past year and (ii) that number 59 was already a shop.

17. It was agreed that there was no limit to the nature of articles which could be delivered to the site.

#### THE CASE FOR THE PLANNING AUTHORITY

The material points were:-

18. The first of the two reasons for refusal was on highway grounds. Evidence given by a representative of the Divisional Road Engineer, Ministry of Transport, included the points set out in this and succeeding paragraphs up to and including paragraph 20. The 1961 traffic census taken at a point on the trunk road a little over  $1\frac{1}{2}$  miles south-east of the site indicated an average daily flow of 9,400 vehicles. Thirteen per cent were heavy goods vehicles, buses and coaches. Allowing for average increases



the average daily flow would now be about 12,280 vehicles. Visibility at the junction of Highfield Road along the trunk road was about 500 feet to the south-east and about 700 feet to the north-west from a point 20 feet from the south-western edge of the trunk road carriageway and along Highfield Road.

19. The section of trunk road fronting the site was subject to a 30 miles per hour speed limit and on the north-eastern side to a no-waiting restriction between 8.30 a.m. and 6.30 p.m. but not on the south-western side. A similar waiting restriction applied on both sides of Highfield Road for 25 feet measured from the southern edge of the trunk road carriageway. Proposals to extend and add to the existing no-waiting restrictions were being considered. Opposite the site the carriageway was 24 feet wide. The north-eastern footway was 12 feet wide and the south-western one 7 feet wide. An asphalt verge about 10 feet in width sloped downwards at about 1 in 5 from the south-western footway to the carriageway.

20. The present access to the site from Highfield Road was about 110 feet from the south-western edge of the trunk road carriageway and was by doors giving an opening of about  $7\frac{1}{2}$  feet into stables (plan B). That access might be used for small vehicles such as cars and small vans following alterations within the site. It would be difficult to obtain satisfactory access by large vehicles or an access likely to be attractive enough to be used by smaller calling vehicles on the narrow Highfield Road frontage of the site with the limited width of that road. For that reason the adverse effects of the proposed development on traffic could be reduced if the area were comprehensively developed. In the absence of adequate facilities for vehicles to park for the purpose of visiting, loading and unloading within the curtilage of the site, the proposed development would lead to such parking being carried out on the trunk road carriageway, with resultant interference with traffic flow and safety.

21. Parking took place in Highfield Road. That was a narrow residential road. Unless vehicles kept clear of the access to the back-yard there would be difficulties and customers would be unlikely to park in the yard. People interested in antiques would leave their cars standing in the trunk road and browse around the shop. The appellant had agreed that there was no limit to the nature of articles which he would or could deliver. Delivery vehicles would stop on the trunk road and goods would be taken to the front of the shop: the distance of carry at the front was shorter than that at the back.

22. A trunk road by-pass of the town was programmed for the period ending 1973 in the first review of the county development plan. The road was unlikely to be built in that period: the scheme was not in the rolling programme of the Ministry of Transport.

23. Most of the existing shops in the High Street did not have adequate rear servicing facilities. Loading and unloading of goods had to take place from the already congested High Street. The parking standard for a new shop adjoining the central area was one car space for customers for every 400 square feet of floor area. There was no hard-and-fast rule for servicing facilities, provided vehicles could enter and load and unload within a site.

24. The second reason for refusal concerned land-use allocation. In the Berkhamsted town map approved in 1958 and also in the draft review town map submitted to the Minister in December 1963 the site was included in an area allocated for primarily residential purposes. Three Close Lane formed the north-western boundary of that area (plan A).

25. The town centre was formed by the intersection of High Street with Kings Road and Lower Kings Road. The main shopping area was around the town centre. Shopping frontage to both sides of High Street extended for a distance of about 250 yards south-east of the town centre. The uses then became more mixed (plan A). There

were still blocks of shops, particularly on the north-eastern side of High Street, but the other side included surgeries, professional offices and dwellinghouses. Beyond that area of mixed uses the development was primarily residential, although there was an industrial undertaking on the north-eastern side of the trunk road. The appeal site was in that outer area of a primarily residential character.

26. There were no firm proposals yet for the central area of the town. An appraisal map showing principal land uses and transportation was being prepared. It was hoped that it would be ready by the summer of 1966. Provision would be made for new shopping development and adequate facilities for servicing and parking within that area. It would be wrong to allow new shopping in the developed frontages of High Street over and above that which would be provided in the central area.

27. There was no reason why an antique shop should not be located in a town centre. There were antique shops within the central shopping area of Berkhamsted and within other shopping frontages also. Allowing the appeal would make it difficult to resist a future application to use the remainder of the ground floor of number 61 for shopping purposes. It was not possible to limit business to one room of a house.

28. A limited consent had been given in July 1965 for the change of use of 59 High Street from a shop to a licensed betting office which would have amounted to a lock-up shop. The Ministry of Transport had not wished to restrict the grant of permission; and the planning authority had felt that it would be difficult to sustain a refusal on traffic and land use grounds. The consent had been conditional upon the use ceasing in December 1967 unless approval for an extension of the period had been previously given.

29. It was requested that, should the Minister decide to allow the appeal, a condition be imposed requiring the immediate provision of facilities for parking and loading and unloading in the back-yard and including the demolition of the old stables and other outbuildings.

#### THE CASES FOR THE INTERESTED PERSONS

The material points were:-

30. Mr. G. L. Wicks, solicitor, on behalf of R. E. Dolling and Sons, 6 Highfield Road: His clients did not object to the proposed new antique shop as such. Their only concern was over parking in Highfield Road. Their fears would possibly not be realised if the appellant's back-yard were to be fully used for parking, loading and unloading. Their own access was blocked at times. The appellant's access might be similarly blocked.

31. Mr. R. J. Adams, owner-occupier of 65 High Street: Had no objection to the proposed new antique shop. His fear was for the future in the event of there being a change of ownership. Also he was not certain of the extent to which views of the back gardens might be opened up by demolition in the back-yard.

#### FINDINGS OF FACT

32. I find the following facts:-

- (1) The appeal premises comprise the front ground floor room of a house in a two-storey terrace on a section of trunk road A.41 forming the High Street of a linear town.
- (2) The premises of about twelve feet square would be used as an extension of the appellant's antique shop to which they had internal access on the south-east: a house adjoins on the north-west.

- (3) In the approved town map and in the submitted first review the premises are in an area allocated for primarily residential purposes.
- (4) There are no firm proposals for redevelopment of the central area of the town: an appraisal plan is in course of preparation.
- (5) For about 900 yards south-east of the town centre, both frontages of the trunk road are almost fully built-up, the first 250 yards at the north-west being mainly shopping frontages and the remainder being mixed development: the appeal premises are about two-thirds of the 900 yards distance from the town centre.
- (6) An opening about  $7\frac{1}{2}$  feet wide gives direct access from a residential side road into an old stable building: the appellant loads and unloads antiques in the stable building which has access to the back-yard of the appeal premises and the existing antique shop.
- (7) Demolition of the stable building would provide access from the side road to the back-yard for vehicles to enter for parking, loading and unloading.
- (8) The back-yard is separated by a builder's yard from a residential district on the south.
- (9) The trunk road opposite the site has a well-trafficked 24 feet wide single carriageway, is speed-restricted to 30 miles per hour and the north-eastern side is subject to a no-waiting order between 8.30 a.m. and 6.30 p.m: the south-western side has no such restriction.
- (10) Most of the existing shops in High Street have no adequate rear servicing facilities: loading and unloading of goods at these shops takes place from the trunk road.

#### INSPECTOR'S CONCLUSIONS

33. Bearing in mind the above facts I am of the opinion that because loading and unloading for most of the existing shops in High Street has to take place from the busy trunk road it is sound practice to oppose any new development at the appeal premises which would result in an increase in interference with the safety and freedom of flow of traffic on the trunk road. Nevertheless the proposed shop would be exceptional in that it would be a small extension of an existing shop having limited facilities only for servicing at the back and the impact of the appeal proposal upon existing traffic conditions in the trunk road would not be significant. Moreover the provision in the yard behind the existing antique shop and that proposed of adequate facilities for vehicles to enter for parking, loading and unloading would be an indirect benefit to users of the trunk road.

34. Taking into account the mixed nature of the frontage development in High Street near the site in contrast to housing frontages of the residential roads on the south, the proposed small shop adjoining a long-established one would not harm the area which has been allocated for primarily residential uses. Further, the new shopping development envisaged for the central area for which there are no firm proposals would be unlikely to be put out of balance by the small scale of the appeal proposal.

RECOMMENDATION

35. I recommend that the appeal be allowed subject to the condition that space be provided in the back-yard of the appeal premises and adjoining antique shop as may be agreed with the local planning authority or in default of agreement, as may be determined by the Minister for loading, unloading and parking of vehicles, provision being made to enable vehicles to enter and leave in forward gear.

I have the honour to be,  
Sir,  
Your obedient Servant,

F. R. KING.

APPEARANCES

FOR THE APPELLANT

Mr. F. J. Young, A.R.I.C.S.

- Chartered Surveyor  
97 Thorpe Crescent  
Watford

He called:

Mr. H. Lawson

- Appellant

FOR THE PLANNING AUTHORITY

Mr. S. C. Redding

- Clerk of the district council

He called:

Mr. A. K. Dugdale, B.Sc.,  
A.M.I.C.E.

- Civil Engineer  
Divisional Road Engineer's Office  
Ministry of Transport  
Bedford

Mr. R. Myers, A.M.T.P.I.

- Senior planning assistant  
Western division of Hertfordshire

INTERESTED PERSONS

Mr. G. L. Wicks

- Solicitor  
Oswald Hickson, Collier and Company  
75A The Broadway  
Chesham  
Bucks.  
representing  
R. E. Dolling and Sons  
6 Highfield Road  
Berkhamsted

He called:

No witnesses

Mr. P. J. Adams

- Local resident

DOCUMENTS

- Document 1 - List of persons present at the inquiry.
- " 2 - Copy of the notice of inquiry and list of addressees.
- " 3 - Letter from solicitors on behalf of the owners of 55 High Street objecting to the appeal proposal.

PLANS

- Plan A - Site in relation to existing land uses (scale 1/2500).
- " B - Copy of application plan (scale 8 feet to an inch) and inset location plan (scale 1/2500).