

4/00367/18/FUL	DEMOLITION OF EXISTING DWELLING AND DEVELOPMENT OF TWO 3-BED AND TWO 4-BED DWELLINGS, ACCESS DRIVE, PARKING AND LANDSCAPING
Site Address	39A ADEYFIELD ROAD, HEMEL HEMPSTEAD, HP2 5DP
Applicant	Mr & Mrs Whittle, 39a
Case Officer	Briony Curtain
Referral to Committee	Called in by Ward Councillor

1. Recommendation

1.1 That planning permission be **GRANTED**.

2. Summary

2.1 The site is situated within the urban area of Hemel Hempstead wherein the principle of housing development is acceptable in line with Policies CS1 and CS4 of the Core Strategy 2013. Policy 10 of the DBLP promotes the effective and efficient use of urban land. Therefore consideration of this application rests upon density, type of dwellings, appearance, impact on neighbouring properties and highway safety.

The proposed development would successfully integrate with its surroundings. The height, size and siting of the three properties facing Adeyfield Road respect adjacent buildings and the design replicates common features of the existing street scene such as the small gabled roofs and bay windows. The additional dwelling to the rear would be simple in its design and form and relate well to adjacent recent developments.

The proposal would not result in any material detriment to adjoining residential amenities, especially when compared to existing circumstances or have an adverse effect on highway safety.

There are similar recent developments in the immediate area.

The proposal complies with Policies CS4, CS8, CS11, and CS12.

3. Site Description

3.1 The site is located to the east of the town centre on the northern side of Adeyfield Road and currently comprises a two storey dwelling set on a generous sized plot.

The topography of the site slopes from the front to the back and overlooks Keen Fields which is designated as open land and has a dramatic slope down and away from the application site with far reaching views both to and from the site. In addition the area slopes up to the east such that No. 41 occupies an elevated position above the application site.

4. Proposal

4.1 Full planning permission is sought for the demolition of the existing building and the construction of 4 dwellings. A staggered terrace of three dwellings would be sited to the front of the plot (2xthree-bed and 1x4bed) in place of the existing and a single five-bedroom dwelling would be constructed at the rear of the site. The existing site access would be maintained and an access road along the eastern boundary would serve the parking of all the dwellings and allow access to the rear plot. Each dwelling would be served by two-off street parking spaces and a private garden.

5. Relevant Planning History

4/01715/99/FHA	VEHICULAR CROSSOVER Granted 03/11/1999
4/01743/98/4	TWO STOREY SIDE EXTENSION Granted 23/12/1998
4/00952/98/4	TWO STOREY SIDE EXTENSION Refused 09/09/1998

6. Policies

6.1 National Policy Guidance

National Planning Policy Framework (NPPF)
National Planning Policy Guidance (NPPG)

6.2 Adopted Core Strategy –

NP1, CS1, CS2, CS4, CS8, CS9, CS10, CS11, CS12, CS13, CS17, CS18, CS19, CS23, CS28, CS29, CS30, CS31, CS32 and CS35

6.3 Saved Policies of the Dacorum Borough Local Plan

Policies 10,13, 18, 21, 51, 58,111
Appendices 3,5 and 7.

6.4 Supplementary Planning Guidance / Documents [include only those relevant to case]

- Environmental Guidelines (May 2004)
- Area Based Policies (May 2004) - Residential Character Area HCA 23 Adeyfield North.
- Water Conservation & Sustainable Drainage (June 2005)
- Energy Efficiency & Conservation (June 2006)
- Accessibility Zones for the Application of car Parking Standards (July 2002)
- Affordable Housing (Jan 2013)

7. Constraints

- 15.2M AIR DIR LIMIT
- OPEN LAND
- Former Land Use
- CIL3

8. Representations

Consultation responses

8.1 These are reproduced in full at Appendix 1

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix 2

9. Considerations

Main issues

9.1 The main issues to consider are:

- Policy and principle
- Layout, density, design and scale
- Impact on surrounding properties and amenity of future residents
- Impact on Highway Safety / Parking
- Contamination

Policy and Principle

9.2 The site is situated within the urban area of Hemel Hempstead wherein the principle of housing development is acceptable in line with Policies CS1 and CS4 of the Core Strategy 2013. Policy 10 of the DBLP promotes the effective and efficient use of urban land. The re-development of the site is therefore acceptable in principle and the proposal for 4 dwellings in place of the existing single dwelling would represent a more efficient use of the land.

9.3 The site is situated within Adeyfield North (HCA23) wherein redevelopment and infilling opportunities are identified as limited but may be acceptable according to the development Principles. Within this area the principles are defined as;

Design; No special requirements
Type; Overall no special requirements, but should pay respect to the type, style, size and mass of nearby adjoining development
Size; should not normally exceed two storeys
Layout; New development should follow the building line where this is clearly present.
Spacing should respect that of nearby and adjacent development
and should normally be provided in the medium range (2m to 5m)
Density; should normally be provided in the medium range (30-50 dwellings/ha)

Layout, density Design, Scale, impact on street scene.

9.4 The proposal is acceptable. In density terms the site area is 0.1 hectares in size, and the proposal therefore equates to a density of 34 dwellings per hectare. This is within the lower end of the 30-50 density pre-scribed in the development principles for the area and is thus favourable. The layout proposed is also acceptable. Whilst the terraced properties proposed for the front of the site, are set further forward than the existing dwelling (and immediately adjacent properties), they follow the general well established building line along this main road frontage and would not therefore appear unduly prominent or dominate the area in any significant way. Further to the east the properties all step forward such that those proposed would be viewed against their backdrop. There is sufficient space between the buildings and the common boundaries to avoid a cramped appearance and to respect the existing spacing. The dwelling proposed to the rear is set in excess of 23m from the front dwellings and has been aligned with those recently constructed to the rear of No.s 35 & 37. The layout is considered logically, optimises the use of the site, whilst not preventing the development of adjacent sites in the future.

9.5 Turning to design, the existing street is very mixed in appearance with plain simple designs of no specific architectural merit. The street has a suburban quality being characterised by buildings with traditional proportions set in well landscaped generous rear gardens and a

medium set back from the road. The scheme has been amended during the course of the application. Initially the front three units were designed to replicate the new units recently constructed to the rear of No. 35 & 37, which are modern looking, three storey, blue/grey clad properties. These were considered to be out of keeping with the existing properties fronting Adeyfield Road. The design of these units have now been amended to appear as two storeys to the front and have replicated common design features of the area (small front gables and bay windows). A street scene elevation has been submitted and demonstrates that the development would integrate well. Whilst this side of the road is characterised by detached and semi-detached dwellings, the terrace of three being proposed is stepped and designed in such a way as not to appear as a terrace. The additional dwelling to the rear would be simple in its design and form. Given its position to the west of the plot, to the side of the access road and behind those properties at the front it would not be readily visible and would not have a significant impact on the overall character and appearance of the Adeyfield Road street scene. This unit would be highly visible from the open Keen Fields to the rear but no more so than the recently constructed dwellings at the rear of No.s 35 and 37.

9.6 The proposal is considered to comply with Policies CS11, and CS12 of the Core Strategy 2013 and Policy 10 of the DBLP.

Impact on surrounding properties and amenity of future residents

9.7 The proposals would not have a significance adverse impact on the residential amenities of adjoining properties in terms of light, privacy or visual intrusion.

The impact of the proposal would largely be contained to the immediate neighbours of the application site; No. 41 which occupies an elevated position to the east and No. 39 which is sited at the back of the plot on lower ground.

Impact on No. 41

9.8 The three properties proposed to the main road frontage are set slightly further forward than the existing building occupying the site and as such the mass and bulk associated with them would largely align with the existing brick side elevation of No. 41. The rear building line largely aligns with the existing north-western corner of No. 41. The dwellings would be set away from the common boundary by an access drive. Given the proposed layout, orientation and spacing there would be no breach of a 45 degree line and the front dwellings would not be visible from the habitable rooms of No. 41, there would thus be no significant loss of light, overshadowing or visual intrusion. The terrace of dwellings would clearly be visible from the immediate rear garden area of No. 41, but given they are set forward they are considered to have less of an impact than the existing property in this respect, which currently extends further to the rear.

9.9 The unit proposed to the north would undoubtedly be visible from the rear facing windows and garden area of No. 41 but given the generous separation distances and topography of the land, the new dwelling would not significantly affect light levels, appear unduly intrusive or oppressive. Plot 4 would be sited just under 30m from the rear elevation of No. 41, occupy a lower level, at a favourable orientation and sit at an oblique angle. In addition it would be set between 5-7m away from the common boundary. There would be no significant adverse impact on the residential amenities of No. 41 Adeyfield Road.

Impact on No. 39.

9.10 No. 39 is an enlarged single storey bungalow which sits back on its plot behind a generous parking area. The building is in use as a residential care home facility for people with severe learning difficulties. The development would have an adverse impact in terms of light and visual intrusion but not to such a degree as to warrant a refusal on planning grounds,

especially when the impact is compared to existing circumstances / relationships with other recent developments. There would be no significant increase in overlooking or loss of privacy.

9.11 In terms of privacy and overlooking, given the recent development of the land to the rear of No. 35 and 37, there is a high level of mutual overlooking between sites and most of the grounds and building of No. 39 are currently overlooked by the front facing windows of that development. In addition No. 39 is already overlooked by the rear facing windows of the existing dwelling; No. 39a, and those beyond which all occupy an elevated position. The redevelopment of the front of the site with three dwellings at a greater separation distance, even with the creation of the roof accommodation would not intensify the level of overlooking compared to the existing. The rear dwelling would be sited in close proximity to side and rear facing bedroom windows of No 39 however the layout, siting and design of the unit means there would be no direct overlooking. There is a single window proposed to the western side elevation facing 39 but this would serve an en-suite bathroom and would be conditioned to be obscure glazed and non-opening. The nearest front facing windows would serve the living room and bedroom 3 but views from these would be at such an oblique angle that there would not be a significant invasion of privacy. In addition, the section plan submitted shows that the proposed landscaping and boundary treatment would ensure an acceptable level of privacy is maintained. Full details of landscaping and boundary treatments would be required by condition.

9.12 Looking at visual intrusion and light, whilst the proposal (the rear dwelling) is two storeys, would undoubtedly be highly visible and would breach a 45 degree angle taken from a rear facing ground floor bedroom window, on balance the harm caused is not considered to significantly adversely affect residential amenity. There is a second (albeit much smaller) window to the side elevation facing the application site and given its orientation; the application site being east, the proposed building would not significantly impact on light or overshadow No. 39. The development would limit light levels reaching the adjacent site during the early hours of the morning, but after that the rear windows and amenity space of No. 39 would be shadowed by No. 39 itself and not the application property. The development would be highly visible and would appear intrusive but not to such a degree as to be oppressive or significantly harm residential amenity. On balance it is considered a refusal could not be sustained.

Future residents

9.13 Turning to the amenity of future residents the buildings are set 26m apart to ensure an acceptable level of privacy, each property is served by a private, enclosed rear garden which is of functional size and shape. The three houses along the main road frontage will have garden depths and widths which accord with Policy guidelines (exceeding the minimum 11.5m depth required in appendix 3 of the DBLP). However, the fourth property to the rear has an appreciably smaller garden area which falls below the required standard garden depth of 11.5m. Whilst the depth falls short as it measures 5/6m, the width is generous at 10m. Although it is unusual to consider a family house (5-bedroom) with substandard garden provision, in this particular case the vast expanse of public open amenity land that surrounds the site is considered to adequately compensate for the shortfall. In addition whilst the depth clearly falls short of the required depth, the generous 10m and the regular shape are such that it would provide a functional amenity.

9.14 Given the layout and siting of the properties and the limited amenity space provided it is considered necessary and reasonable to remove permitted development rights for extensions, roof additions, outbuildings and hard surfaces.

Impact on Highway Safety

9.15 The proposal would not have a significant adverse impact on the safety or operation of the adjacent highway. It is not proposed to alter the existing access to the site and there is

sufficient space within the site that vehicles can enter and exit in forward gear. The proposal utilises the existing vehicle crossover to the south of the plot for the new development, with a new driveway giving access to the parking spaces. The existing crossover (which does not appear to be in regular use) to the north of the plot will be redundant and needs to be stopped up and the pavement and verge reinstated before the development comes into use. Given the location of the site on a busy main road to ensure highway safety and the free-flow of traffic it is considered necessary and reasonable to require a Construction Management Plan.

9.16 With regard to parking each of the dwellings would be served by two off-street parking spaces which is in line with Appendix 5 of the DBLP for this site which is on a main road served by a bus service and is within walking distance of the main town centre. In addition the current proposal represents an increase in parking provision compared to the recently approved and constricted development less than 30m to the west (No. 35/37).

9.17 Herts County Council Highways were consulted and have raised no concerns subject to the imposition of conditions / informatives.

Contamination

9.18 The site has been identified as having the potential for contamination. As such the Councils Scientific Officer has requested the imposition of the standard conditions requiring site investigations. These have been included.

Response to Neighbour comments

9.19 These points have been addressed above other than concerns relating to the stability of the land. The neighbouring property No. 41 occupies an elevated position and there is concern that the development would result in landslip and the collapse of the retaining banks between the site. The stability of the land has been an issue in the past and corrective works including underpinning and structural repairs have previously been undertaken to No. 41. Whilst there is a level difference and these concerns are noted, land stability and the adequacy of retaining structures would fall outside the remit of the Local Planning Authority. Such matter would be controlled under Building regulations.

CIL

9.20 Policy CS35 requires all development to make appropriate contributions towards the infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The development would be CIL liable and given its position in Zone 3; Hemel Hempstead a charge of £100 per square metre is applicable to the residential elements of the proposal.

10. CONCLUSIONS

10.1 The site is situated within the urban area of Hemel Hempstead wherein the principle of housing development is acceptable in line with Policies CS1 and CS4 of the Core Strategy 2013. Policy 10 of the DBLP promotes the effective and efficient use of urban land. Therefore consideration of this application rests upon density, type of dwellings, appearance, impact on neighbouring properties and highway safety.

10.2 The proposed development would successfully integrate with its surroundings. The height, size and siting of the three properties facing Adeyfield Road respect adjacent buildings and the design replicates common features of the existing street scene such as the small gabled roofs and bay windows. The proposal would not result in any material detriment to adjoining residential amenities.

11. RECOMMENDATION

That planning permission be **GRANTED** subject to the following conditions:-

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

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

- 2 **The development hereby permitted shall be constructed in accordance with the materials specified on the approved drawings / documents.**

Reason: To ensure a satisfactory appearance to the development in accordance with Policy CS12 of the Core Strategy 2013.

- 3 **Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (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, B, C, D, E, F.

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.

- 4 **No above ground development shall take place until full details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority. These details shall include:**

- **hard surfacing materials;**
- **means of enclosure;**
- **bin storage facilities**
- **soft landscape works which shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;**
- **trees to be retained and measures for their protection during construction works;**
- **proposed finished levels or contours;**
- **car parking layouts and other vehicle and pedestrian access and circulation areas;**
- **minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc);**

The approved landscape works shall be carried out prior to the first occupation

of the development hereby permitted.

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area.

- 5 **Any tree or shrub which forms part of the approved landscaping scheme which within a period of five 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 species, size and maturity to be approved by the local planning authority.**

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area.

6 **6a). Contaminated Land Condition**

No development, shall take place until a Phase I Report to assess the actual or potential contamination at the site has been submitted to and approved in writing by the local planning authority. If actual or potential contamination and/or ground gas risks are identified, further investigation shall be carried out and a Phase II report shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. If the Phase II report establishes that remediation or protection measures are necessary, a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.

For the purposes of this condition:

- A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.
- A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.
- A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.

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

6b). All remediation or protection measures identified in the Remediation Statement referred to in Condition 6a above shall be fully implemented within the timescales and by the deadlines as set out in the Remediation Statement and a Site Completion Report shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any part of the development hereby permitted.

For the purposes of this condition: a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It

shall contain quality assurance and validation results providing evidence that the site has been remediated to a standard suitable for the approved use.

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32 and the NPPF (2012).

Informative:

Paragraph 121 of the NPPF states that all site investigation information must be prepared by a competent person. This is defined in the framework as 'A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.' Contaminated Land Planning Guidance can be obtained from Regulatory Services or via the Council's website www.dacorum.gov.uk

Un-expected Contaminated Land Informative

In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority with all works temporarily suspended because, the safe development and secure occupancy of the site lies with the developer.

- 8 **No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan should consider all phases of the development.**

Thereafter the construction of the development shall only be carried out in accordance with the approved plan. The Construction Management Plan shall include details of:

- a) Construction vehicle numbers, type, routing**
- b) Traffic management requirements**
- c) Construction and storage compounds (including areas designated for car parking)**
- d) Siting and details of wheel washing facilities**
- e) Cleaning of site entrances, site tracks and the adjacent public highway**
- f) Timing of construction activities to avoid school pick up/drop off times**
- g) Provision of sufficient on-site parking prior to commencement of construction activities**
- h) Post construction restoration/reinstatement of the working areas and temporary access to the public highway.**

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Core Strategy (2013) Policy CS8.

- 9 **The window at first floor level in the western side elevation of the dwelling to Plot 4 hereby permitted shall be non opening and shall be permanently fitted with obscured glass.**

Reason: In the interests of the amenity of adjoining residents.

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

11366-L-00-02 REV C
11366-L-00-03 REV E

11366-L-00-05 REV C
11366-L-00-06 REV A
11366-L-00-07 REV C
11366-L-00-08 REV C
11366-L-00-09 REV C

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

ARTICLE 35;

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process and at pre-application stage which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

Appendix 1

Consultation responses;

Herts County Council Highways

Recommend conditional approval.

This application is for Demolition of existing dwelling. Development of 4 new houses, access drive, parking and landscaping.

PARKING

The proposal is to create a total of 7 parking spaces for the new properties, on a new hard standing to be constructed in the middle of the plot.

ACCESS

The existing property currently has an in-out driveway with two vxos on Adeyfield Road, which is a "C" classified Local Distributor road, the C129, with a speed limit of 30mph. Vehicles are required to enter and leave the highway in forward gear.

The proposal is that the existing vxo to the south of the plot will be used for the new development, with a new driveway giving access to the parking spaces. The existing vxo to the north of the plot will be redundant and needs to be stopped up and the pavement and verge reinstated before the development comes into use.

There have been two slight accidents in the vicinity of the property in the last 3 years.

REFUSE STORAGE AND COLLECTION

The proposal is that waste and recycling bins to be provided for each plot and placed either along Adeyfield Road on collection day or along new access way.

The rear of plots 1-3 are approximately 30m from the highway, while plot 4 is more than 40m from the highway. Roads in Herts, section 2.6.8 Refuse collection, states that vehicles must be able to stop within the "maximum refuse carry distance" specified by the Local Planning Authority or within 25m of any bin storage area, whichever is the lesser distance. Residents should not have to carry their rubbish more than 30m to a storage point. (Sources BS5906

2005 and Schedule 1 Part H Building Regulations). The applicant is therefore required to submit a revised plan showing the proposed arrangement for the collection of waste from the development.

CONCLUSION

Hertfordshire County Council as Highway Authority considers the proposal would not have an increased impact on the safety and operation of the adjoining highways

Scientific Officer

Whilst we have **no objection to the proposed application as it relates to contaminated land and Air Quality** however, having considered the historical land use for this site and its environment, the following planning conditions and informative are recommended for the proposed development should planning permission be granted.

1a). Contaminated Land Condition

No development, shall take place until a Phase I Report to assess the actual or potential contamination at the site has been submitted to and approved in writing by the local planning authority. If actual or potential contamination and/or ground gas risks are identified, further investigation shall be carried out and a Phase II report shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. If the Phase II report establishes that remediation or protection measures are necessary, a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.

For the purposes of this condition:

- A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.
- A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.
- A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.

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

1b). All remediation or protection measures identified in the Remediation Statement referred to in Condition 1a above shall be fully implemented within the timescales and by the deadlines as set out in the Remediation Statement and a Site Completion Report shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any part of the development hereby permitted.

For the purposes of this condition: a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It shall contain quality assurance and validation results providing evidence that the site has been remediated to a standard suitable

for the approved use.

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32 and the NPPF (2012).

Informative:

Paragraph 121 of the NPPF states that all site investigation information must be prepared by a competent person. This is defined in the framework as 'A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.' Contaminated Land Planning Guidance can be obtained from Regulatory Services or via the Council's website www.dacorum.gov.uk

2). Construction Management Plan Condition

No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan should consider all phases of the development.

Thereafter the construction of the development shall only be carried out in accordance with the approved plan. The Construction Management Plan shall include details of:

- a) Construction vehicle numbers, type, routing
- b) Traffic management requirements
- c) Construction and storage compounds (including areas designated for car parking)
- d) Siting and details of wheel washing facilities
- e) Cleaning of site entrances, site tracks and the adjacent public highway
- f) Timing of construction activities to avoid school pick up/drop off times
- g) Provision of sufficient on-site parking prior to commencement of construction activities
- h) Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Core Strategy (2013) Policy CS8.

3). Un-expected Contaminated Land Informative

In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority with all works temporarily suspended because, the safe development and secure occupancy of the site lies with the developer.

I hope the above clarify our position on the submitted application?

Should you have any further query in respect of the application, please do not hesitate contact me on Ext 2719 quoting Flare reference 540763.

Appendix 2

Neighbour notification/site notice responses

Objections

original plans;

39 Adeyfield Road - OBJECT

I wish to register objections to the size and scope of the proposed development at 39A Adeyfield Road, Hemel Hempstead.

I have objections on a number of grounds.

1. The property below 39A is a single story residential home for people with Severe Learning disabilities/physical disabilities/autism people. It already has a large new development on one side which overpowers the single story residence. The proposed development of 39A will further overshadow the single story property in an unacceptable way reducing privacy and light.
2. The property at No 39 boundary line with No 39A has a high raised slope that may require construction workers to have access via this property this would cause a serious concern to the health, safety and well-being of a group of vulnerable people and to staff who access a car park below the boundary wall.
3. Staff supporting people living at No 39 use the footpath on a regular basis to support people to access the community by walking or supporting people in wheelchairs. The impact of construction vehicles parked on the pathway will restrict access to the community facilities that they currently use and also the Health and Safety of having to manoeuvre round the parked vehicles at times by having to access a busy road. This has been our experience with the building works that have occurred with the construction that has already commenced on the opposite side of this property.
4. The proposed development frontage onto Adeyfield Road is completely out of character with the rest of the domestic properties along the road. It completely changes the aspect and degrades the visual look. Three story terrace housing of the design proposed is not appropriate. Even the development further down the road has maintained the frontage character and this should be applied to any proposed development at 39A.
5. I have concerns regarding the impact of another numerous vehicles accessing a busy road. Adeyfield Road is a main link road to the industrial area and the M1 motorway for many people. It has at least 5 bus routes including an express service to London. The road is used frequently by emergency services on 'blue light' calls to access the motorway. The proposed access road to this development will be on a particularly hazardous blind spot, just below the top of the hill. Over the last few years at least 2 serious accidents have happened on this road. A new development further down the road has already increased the potential risks and it is my view that adding to that risk would be dangerous. The proposed development should be reduced in size to reduce the risk.
6. The proposed plans show that it is the developer's intention to provide an access road between 39A and 41, by excavating and widening the current access to 39A. 41 Adeyfield Road has a history of severe subsidence along this boundary due to the ground conditions and slope. Creating access to the proposed development by excavations will seriously put the property at 41 at risk.

41 Adeyfield Road - OBJECT

- Very serious risk of landslide due to cutting back of the bank that supports the house.
- danger and difficulties of vehicle access to the site

- parking on a very busy main road posing a real danger to traffic and pedestrians
- screening effect on properties in the development on 39 (care home) and 41 adeyfield road

43 Adeyfield Road - OBJECT

- the proposed frontage onto adeyfield road is completely out of keeping with the rest of the domestic properties along the road. It completely changes the aspect and degrades the visual look. Three storey terrace housing of the design proposed is not appropriate. even the development down the road has maintained the frontage character and this should be applied to any proposed development at 39a
- concerns over another 8+ cars accessing the busy road. this is a main road with at least 5 bus routes. The proposed access to this site would be on a particularly hazardous blind spot, just below the top of the hill. the current residents always turn up the road when leaving their property go up to the roundabout to turn back down. the new development down the road has already increased the potential risks and adding to this risk would be dangerous. the development should be reduced in size to reduce the risk.
- the plans show an access road between 39a and 41, the area has a history of severe subsidence. the development would put the adjacent property at risk.
- the property below no. 39a is a single storey residential home, it already has a large development on one side which overpowers the residence. the proposed development will further shadow the property in an unacceptable way reducing privacy and light.

45 Adeyfield Road - OBJECT;

there have been so many traffic problems in the road whilst the development (11 new dwellings on a blind bend) further down the hill has been constructed. this is an accident waiting to happen and the situation will not improve once the development opens.

over the years the use of the road has increased and it is now a very busy road, being one of the many thoroughfares to and from the town centre from the M25 / M1

- the bungalow below is a residential care home for severely impaired people and they were not notified of the 11 dwelling development which completely towers over their privacy. If the current proposal goes ahead they will be completely surrounded.
- the implications of all the additional cars to the development that is nearly complete is very worrying let alone if we have to endure another massive building project.
- new 30mph signs have recently been installed but the only people who take note of these are residents and their families. very few others adhere to it.
- even now there are cars parked on the pavements which makes it very difficult for families with pushchairs etc to pass.

Amended Plans;

39a Adeyfield Road;

I have reviewed the new application for this development. Whilst it goes some way to take into account the character of the road it does not address the fundamental issue of the proposed building in the garden overshadowing the Care Home at 39 Adeyfield Road.

The slope of land from 39A to 39 is considerable and the proposed development will dominate and oppress the single-story care home. A visit to 39 Adeyfield Road will quickly see that the current 39A dwelling has had to have a concrete retaining wall to stop it sliding into 39 Adeyfield Road.

41 Adeyfield Road;

We would like to comment on the change to the plans for the above property, detailed in your letter of 28 June. We note that there is an attempt to make the proposed new properties more aesthetically appealing but they are now slightly taller than on the original proposal, a point which we and our neighbours, objected to. This small change has no relevance to our original complaints. Whatever way this proposal is dressed up, it is still a development of three terraced houses in an area of detached houses and is therefore not in keeping with other properties here.

Our key objection is the construction of a road to provide access bordering our house, which will necessitate the removal of the bank that supports our property, and put our house in very serious danger of landslip and collapse. As well as destabilising the structure and foundations of our property, any vehicles using this road will also add to noise and air pollution to our property and garden.

Our previous correspondence of 5 March detailed our objections, and this cosmetic tweak to the plans in no way satisfies any of these objections. We look forward to attending the meeting of the panel which you indicated would be the next stage of the application process and wait to hear from you regarding the date.