

4/02449/18/FUL	DEMOLITION OF EXISTING 20 GARAGES. REPLACEMENT WITH TWO SEMI DETACHED 3 BEDROOM DWELLINGS, COMPLETE WITH OFF STREET PARKING AND PRIVATE REAR GARDENS. IMPROVEMENT OF VEHICULAR ACCESS.
Site Address	GARAGE SITE, PULLEYS LANE, HEMEL HEMPSTEAD
Applicant	Watford Community Housing, 59 Clarendon Road
Case Officer	Sally Robbins
Referral to Committee	Application that the Council has an interest in AND received objections

1. Recommendation

1.1 That planning permission be **GRANTED**.

2. Summary

2.1 The proposed development would provide an appropriate redevelopment of the garage site that would meet an identified need for affordable housing. It would provide a high quality residential scheme in accordance with Policies CS1, CS4, CS10, CS11, CS12 and CS19 of the Core Strategy (2013).

2.2 There would be no significant detrimental impact upon the residential amenity of surrounding residential units, in accordance with Policy CS12 of the Core Strategy and Saved Appendix 3 of the Dacorum Borough Local Plan (2004).

2.3 The proposed development would not have a detrimental impact on the safety and operation of the adjoining highways in accordance with Policies CS8 and CS12 of the Core Strategy and Saved Policy 51 and Appendix 5 of the Local Plan.

3. Site Description

3.1 The site is located off Pulleys Lane in Hemel Hempstead. It is bounded on three sides by residential development to the north, east and south. Immediately to the west of the site is a densely vegetated amenity area. The site is located behind the rear gardens of 3-11 and 19-21 Micklem Drive.

4. Proposal

4.1 The application seeks full planning permission for the demolition of the garages and the redevelopment of the site into a pair of semi-detached residential units with associated parking and amenity space.

5. Relevant Planning History

5.1 None

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, CS10, CS11, CS12, CS19, CS29, CS35

6.3 Saved Policies of the Dacorum Borough Local Plan

Policies 10, 18, 21, 58, 99, 100, 101, Appendix 3 and Appendix 5

6.4 Supplementary Planning Guidance / Documents

- Environmental Guidelines (May 2004)
- Area Based Policies (May 2004) - Residential Character Area HCA 3:Warners End
- Accessibility Zones for the Application of car Parking Standards (July 2002)
- Affordable Housing (Jan 2013)

6.5 Advice Notes and Appraisals

- Sustainable Development Advice Note (March 2011)

7. **Constraints**

- None

8. **Representations**

Consultation responses

8.1 These are reproduced in full at Appendix A

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix B

9. **Considerations**

Main issues

9.1 The main issues to consider are:

- Policy and principle
- The 'tilted balance'
- Layout and design
- Displaced parking
- Impact on residential amenity
- Impact on trees and landscaping
- Amenity space
- Impact on highway safety
- Parking provision

Policy and Principle

9.2 Core Strategy (2013) Policy CS1 states that Hemel Hempstead will be the focus for homes and 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 (2018) there is heavy emphasis on the planning system's responsibility to deliver more homes. Paragraph 59 of the NPPF stresses this further, seeking to boost the supply of housing and paragraph 118 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. Paragraph 68 of the NPPF states that decision makers should give great weight to the benefits of using suitable sites within existing settlements for homes. Additionally, Saved Policy 10 of the Local Plan (2004) also seeks to optimise the use of available land within urban areas.

9.3 Additionally, due to the fact that the Local Planning Authority (LPA) cannot currently demonstrate a 5 year housing land supply, decisions should apply a presumption in favour of sustainable development. This is discussed in further detail below.

The 'Tilted Balance'

9.4 The LPA cannot currently demonstrate a 5 year housing land supply, and therefore paragraph 11 of the NPPF (2018) is engaged. Paragraph 11 and footnote 7 clarifies that in the context of decision-taking "the policies which are most important for determining the application are out-of-date" when the LPA cannot demonstrate a five year supply of deliverable housing sites. The most important policies for determining a housing application are considered to be Policies CS1 (Distribution of Development), CS4 (The Towns and Large Villages) and CS17 (New Housing). Paragraph 11 continues, "Plans and decisions should apply a presumption in favour of sustainable development...where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

a) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

b) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

9.5 The NPPF identifies that there are 3 dimensions to sustainable development: social, economic and environmental.

- The social benefits of the scheme would include a small contribution towards making up the shortfall in housing in the Borough thereby facilitating the Government's aim of boosting the supply of housing.

- The economic benefits of the scheme would include the creation of construction jobs in the short-term during the construction of the development. In addition, it is likely that future residents would support the local economy such as using the amenities at the Local Centre. It is therefore considered that the proposal will have some positive benefits to the local community, and can be considered sustainable from an economic perspective.

- In terms of the environmental benefits, the principle of residential development is acceptable in this location and the site does not reside within an area of particular importance (for example a habitat site, Green Belt, AONB, heritage site - see footnote 6 of the NPPF). One of the key strands of the NPPF is the expectancy of high quality development that will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Any new development is expected to protect the surrounding built environment and make effective use of land.

9.6 Taking the above into account, it is considered that there are social, economic and environmental benefits to the scheme. Therefore the proposal constitutes sustainable development and for that reason the tilted balance in favour of this number of housing units on the site is sufficient to justify development. The merits of the scheme are discussed in more detail below.

Layout and Design

9.7 Core Strategy (2013) Policies CS11 and CS12 state that development within settlements should respect the typical density in the area, integrate with the streetscape character and respect surrounding properties. Paragraph 127 of the NPPF (2018) seeks to ensure that developments are visually attractive as a result of good architecture and layout and are sympathetic to local character, including the surrounding built environment.

9.8 The application site is located within the Warners End Character Area (HCA3) in the SPG which states that the redevelopment of garage blocks will only be acceptable if alternative provision is made for displaced vehicle parking and where proposals accord with the development principles. The development principles in terms of housing contained within HCA3 are that a variety of dwelling type and design is acceptable, however regard must be paid to the surrounding dwellings. Small to medium sized dwellings are encouraged and heights are expected to not exceed two storeys, with some exceptions. The prevailing density of 30 to 35 dwellings/ha should be maintained.

9.9 The surrounding area comprises an extensive new town residential neighbourhood largely dating from the 1950s but with some clearly identifiable areas developed in the 1960s. Most buildings follow simple, standard 1950s new town features of plain brickwork with little detailing and gable end ridged roofs. Building styles are varied by using different external finishes such as rendering and tile hanging. 1960s development is also simple in appearance and typical of that period, with features such as larger window panes, weatherboarding and tile hanging. The area is dominated by two storey terraced and semi-detached residential units, which are small to medium sized.

9.10 The proposed development comprises a pair of two storey semi-detached dwellings, each with three bedrooms and two off-street car parking spaces. The dwellings would be orientated in the same direction as nos. 1-11 Micklem Drive. Private gardens would be provided to the rear of the dwellings and two tandem car parking spaces would be provided at the side of each dwelling. The general form of the dwellings would match those in the surrounding area, although there would be some contemporary variation in the external appearance such as elongated windows and projecting brick detailing on the front and rear elevations. The proposed materials include buff facing bricks, dark grey roof tiles and dark grey uPVC windows and doors.

9.11 The proposed development is considered to be appropriate in terms of its design, bulk, scale, height and use of materials. The dwellings are commensurate in size with neighbouring properties, however the eaves and ridge heights would be approximately 0.4m and 1.2m lower, respectively, than the surrounding dwellings. This follows concerns raised regarding the impact on residential amenity, which will be discussed in more detail below. The external appearance of the surrounding buildings is predominantly orange multi bricks with dark roof tiles although there are some limited examples of painted render. The proposal seeks to blend into the character of the area whilst injecting some contemporary elements.

9.12 In terms of density, the application site measures 0.066 hectares and the proposal would result in a density of 30 dwellings per hectare, which is compatible with the surrounding area and accords with the development principles set out in Warners End Character Area appraisal.

Displaced Parking

9.13 A wider redevelopment of garage sites is taking place across the Borough, particularly where such garages have no beneficial use or are no longer required. The garages have been sold as part of a review of the Council's garage stock and are surplus to its requirements. The Council is also currently undertaking a Verge Hardening Project due to an evident lack of parking in the Borough. Pulleys Lane (and neighbouring Pulleys Close) are on the list for consideration for verge hardening in order to provide more parking for residents.

9.14 Taking the above into account, it is considered that the provision of additional affordable housing in the borough bears more weight than the loss of under-used garages. As such the loss of the garages and the redevelopment of the site for residential purposes is considered to be appropriate in this instance.

Impact on Residential Amenity

9.15 Policy CS12 of the Core Strategy states that developments should avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties. Paragraph 127 of the NPPF (2018) seeks to ensure a high standard of amenity for all existing and future users. Saved Appendix 3 of the Dacorum Local Plan (2004) states that minimum distances of 23 metres between the main rear wall of a dwelling and the main wall (front or rear) of another should be met to ensure privacy, but that this distance may be increased depending on character, levels and other factors. There is no specific minimum distance within policy in relation to a side to rear relationship.

9.16 The rear elevation of the proposed dwellings would be situated approximately 18m from the rear elevation of nos. 5-11 Micklem Drive. There are no concerns in terms of loss of privacy as the dwellings have been designed in order to mitigate any overlooking, including the rear elevation windows being either high level or obscure glazed. Concerns were initially raised in terms of the proposed dwellings being visually overbearing. The plans were subsequently amended, which comprised a reduction in the eaves height of 0.4m and an overall reduction in height of 1.2m.

9.17 In relation to 21 Micklem Drive, the proposed side elevation of plot 1 would be approximately 18m from the rear elevation of no. 21. Again, there are no concerns in terms of loss of privacy as there are no first floor windows proposed on the northwest elevation of plot 1. An objection has been received from 21 Micklem Drive, expressing concerns regarding:

9.17.1 Light deprivation and overshadowing - It is acknowledged that there would be some overshadowing due to the orientation of the proposal in relation to 21 Micklem Drive. However, it is not considered that the overshadowing would be significant nor will it have a significant detrimental impact upon the adjoining properties. The separation distance, added to the reduced overall height of the proposed dwellings, is considered to be sufficient in order to mitigate visual disturbance. Furthermore, the site is located in an urban area of a town, where a degree of overshadowing is to be expected.

9.17.2 Obstruction & on-going disruption to access (impact of moving access gates) - Whilst disruption during construction work would not warrant a reason for refusal, a Construction Management Plan would be sought by condition, should planning permission be granted. Furthermore, an informative note would be added to any permission to advise the developer that the public rights of way along the carriageway and footways should remain unobstructed by vehicles, machinery, materials and other aspects of construction works. In terms of keeping the right of way and access clear after the construction period has ended, this does not fall within the control of planning and is a civil matter.

9.17.3 Inadequate parking and turning (should cars park opposite the dwellings) - The parking requirements of the development are discussed in more detail below. In summary, the proposal meets the parking standards set out in Saved Appendix 5 of the Local Plan, noting its accessible location. In terms of turning, the width of the carriageway to the front of the proposed dwellings would be 6m. This is considered adequate to allow turning. Should cars be parked outside the dwellings, blocking the access to no. 21 or the right of way then, as above, this would be a civil matter and an arrangement would need to be made via a legal agreement.

9.17.4 Loss of privacy, noise and disturbance - As outlined above, it is considered that there

would no significant loss of privacy. The proposed ground floor window on the side elevation of plot 1 would be separated from no. 21 by a close boarded fence. Further details of the boundary treatment (such as height of the fence) would be secured by condition. The site is located in an urban area and therefore an element of noise is to be expected. The reporting of any excessive noise or disturbance is covered by separate legislation (Environmental Protection Act).

9.17.5 Loss of trees - Some trees would be lost as a result of the development, however the Trees & Woodlands Officer has raised no objection. This is discussed in more detail below.

9.18 Taking all of the above into account, it is considered that, whilst visible from surrounding residential units, there would not be a significant detrimental impact in terms of loss of privacy, overlooking, loss of light or being visually overbearing. The proposal therefore complies with Policy CS12 of the Core Strategy in that regard.

Impact on Trees and Landscaping

9.19 It is proposed to remove a number of trees in order to allow the widening of the access road. The Trees & Woodlands Officer has raised no objection to the removal of the trees, noting that the trees are categorised either 'C' or 'U' and therefore are not of sufficient quality to require retention.

9.20 Concerns were raised by the Trees & Woodlands Officer regarding the proximity of the remaining trees along the boundary of the proposed road fronting the new dwellings. The trees along this section significantly encroach into the proposed site and would almost reach the construction when completed. This would result in sunlight being restricted to the frontages and future pressure will consequently be exerted on Dacorum Borough Council to continually prune the encroachment.

9.21 Following further consultation with the applicant, it was proposed that a scheme of tree works shall be secured by condition, should permission be granted. The scheme would include tree works to enhance sunlight penetration and remove any tree related hazards, crown reductions and pruning of any overhanging foliage and on-going maintenance such as removing deadwood.

9.22 The Trees & Woodlands Officer raised no further objection, subject to the above condition. As such the proposal complies with Policy CS12 and saved Policies 99 and 100.

Amenity Space

9.23 Policy CS12 seeks to ensure that amenity space respects adjoining properties. Saved Appendix 3 of the Local Plan states that private gardens should normally be positioned to the rear of dwellings and have an average minimum depth of 11.5m. However, a reduced rear garden depth may be acceptable for small starter homes. Saved Appendix 3 does allow some flexibility for infill developments where garden depths are below 11.5m but of equal depth to adjoining properties. Generally, all gardens should be of a width, shape and size to ensure the space is functional and compatible with the surrounding area.

9.24 The proposed garden depths for plots 1 and 2 are both 6m. There are examples in the surrounding area of garden depths less than 11.5m, such as 14-20 Hawthorne Lane and 21-23 Pulleys Lane, which have garden depths of around 9m. Furthermore, it is considered that the actual area of the garden is more a more appropriate way of establishing whether the space is functional and compatible with the surrounding area. The proposed gardens would measure 76 sq m for plot 1 and 79 sq m for plot 2. These garden areas are considered to be compatible with the surrounding area, including the gardens of 5-9 Micklem Drive, which are directly behind the proposed dwellings. No. 5 measures 76 sq m, no. 7 measures 72 sq m and no. 9 measures 85 sq m.

9.25 Taking all of the above into account it is considered that the proposed amenity spaces would be functional and compatible with the surrounding area. As such, the proposal complies with Saved Appendix 3 of the Local Plan and Policy CS12 of the Core Strategy.

Highway Safety and Access

9.26 Policies CS8 and CS12 of the Core Strategy seek to ensure that any new development provides a safe and satisfactory means of access for all users. Paragraph 91 of the NPPF (2018) states that planning decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible.

9.27 Pulleys Lane is a cul-de-sac and classified as U (unclassified road). The application site can be accessed off Pulleys Lane from a private road, which is approximately 3m wide. At the junction of the private road, Pulleys Lane continues as a pedestrian footpath towards the northwest and is separated from the highway by concrete bollards. The proposal includes the removal of one of the concrete bollards to allow movement of refuse vehicles. The proposed footway connection and improvement would be carried out under a section 278 agreement with the Highway Authority.

9.28 The Highway Authority initially raised concerns regarding the proposed widening of the private access road as it was proposed to be less than 5m wide. Following consultation with the applicant, the plan was amended so that the access road is 5m wide. The Highway Authority have raised no objection to the proposal, noting that the proposal will not have a detrimental impact on the safety and operation of the adjoining highways. The proposal therefore complies with Policies CS8 and CS12 of the Core Strategy (2013).

Parking

9.29 The parking requirement for a 3 bedroom dwelling in this location is 2.25 spaces, according to Saved Appendix 5 of the Local Plan. The proposal is to provide 2 parking spaces for each dwelling, for a total of 4 spaces for the development. It is considered that this is an acceptable level of parking, particularly taking into account the accessible location of the site with good access to local public transport and within 200m of the amenities provided by the Local Centre (Warners End).

Other Material Planning Considerations

9.30 Due to the previous land use (garages) the site is considered to reside within an area of potentially contaminative former land use. The Council's Contaminated Land Officer has been consulted and raised no objection to the proposal, subject to the condition that the actual or potential contamination at the site is assessed by way of a Phase I Report and, if necessary, an intrusive site investigation and risk assessment (Phase II Report) and Remediation Statement.

Response to Neighbour comments

9.31 These points have been addressed above.

CIL

9.32 The proposed development would be subject to CIL charges in accordance with Policy CS33 of the Core Strategy and the CIL Charging Schedule. A charge of £100 per square metre (plus indexation) would be levied against the proposals. The applicants may be eligible for an exemption from the charge as an affordable housing provider and subject to the submission of a relevant and complete relief claim. These should be submitted and agreed with the Council prior to the commencement of works.

S106 and Planning Obligations

9.33 The proposed development falls below the affordable housing threshold in Policy CS19 of the Core Strategy and as such it is not considered reasonable to tie the tenancy of the proposed units via the planning system. The units themselves would be developed as affordable units and subject to a separate Capital Subsidy Agreement with the Council incorporating nomination rights for the Council's housing team. It is considered that the application site should not be subject to any other planning obligations under S106 of the Town and Country Planning Act 1990 (as amended) and in accordance with the CIL Regulations.

9. Conclusions

9.34 The impacts of the proposal have been considered with regard to making efficient use of land, the character and appearance of the area, the impact on the living conditions of existing and future occupiers and highway safety. The merits and limitations of the scheme have been outlined above and, whilst it is acknowledged that there are some limitations, such as reduced garden depths and separation distances, it is not considered that there would be a significant detrimental impact. The proposal would make a small but valuable contribution to the Borough's existing housing stock, would be located in a sustainable location, would seek to optimise the use of urban land and would meet an identified need for affordable housing. The development constitutes sustainable development and therefore the balance has been tilted in favour of granting permission in line with paragraph 11 of the NPPF. Furthermore, the proposal complies with the Core Strategy and Local Plan policies set out above.

11. RECOMMENDATION – That planning permission be **GRANTED** for the reasons referred to above and subject to the following conditions:

Conditions

No	Condition
1	<p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>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.</p>
2	<p>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. The development shall be carried out in accordance with the approved Construction Management Plan which shall include details of:</p> <ul style="list-style-type: none">a) Demolition Method Statementb) Construction vehicle numbers, type, routingc) Traffic management requirementsd) Construction and storage compounds (including areas designated for car parking)e) Siting and details of wheel washing facilitiesf) Cleaning of site entrances, site tracks and the adjacent public highwayg) Timing of construction activities to avoid school pick up/drop off timesh) Provision of sufficient on-site parking prior to commencement of construction activitiesi) Post construction restoration/reinstatement of the working areas and temporary access to the public highwayj) Construction or demolition hours of operationk) Dust and noise control measuresl) Asbestos control measures where applicable.

	<p>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.</p>
3	<p>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.</p> <p>For the purposes of this condition:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
4	<p>All remediation or protection measures identified in the Remediation Statement referred to in Condition 3 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.</p> <p>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.</p> <p>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 (2018).</p>
5	<p>No development, other than demolition and groundworks, shall take place until a scheme of tree works has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:</p> <ul style="list-style-type: none"> i) Tree works to enhance sunlight penetration and remove potential tree related hazards along the western boundary of the application site ii) Crown reductions of approximately 30% and pruning back of any overhanging

	<p>foliage of all trees along the western boundary of the application site</p> <p>iii) Tree safety works to remove any canopy deadwood, any dead trees or any tree defects which could present a hazard to the development site, or persons therein.</p> <p>Prior to occupation of the development the scheme shall be implemented as approved.</p> <p>Reason: In order to provide a safe and satisfactory means of access for all users and to provide appropriate management of the trees adjacent to the site, in accordance with Core Strategy (2013) Policy CS12 and Saved Policy 101 of the Local Plan (2004).</p>
6	<p>No development, other than demolition and groundworks, 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. Please do not send materials to the council offices. Materials should be kept on site and arrangements made with the planning officer for inspection.</p> <p>Reason: To ensure a satisfactory appearance to the development, in accordance with Core Strategy (2013) Policy CS12.</p>
7	<p>No development, other than demolition and groundworks, shall take place until further details of landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include:</p> <p>means of enclosure soft landscape works which shall include planting plans trees to be retained and measures for their protection during construction works electric vehicle charging points including siting, type, the energy sources and the strategy/management plan of supplying and maintenance of the electric charging points.</p> <p>The approved landscape works shall be carried out prior to the first occupation of the development hereby permitted.</p> <p>Reason: To ensure a satisfactory appearance to the development, to safeguard the visual character of the immediate area and to comply with sustainable design, in accordance with Core Strategy (2013) Policies CS12 and CS29.</p>
8	<p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>100_PL1 REV PL2 101_PL1 REV PL2 102_PL1 REV PL1</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p> <p>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 which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.</p> <p>INFORMATIVES</p>

	<p>Highway Safety</p> <p>1. In order to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980, the developer should be aware of the required standards regarding the maintenance of the public right of way and safety during construction. The public rights of way along the carriageway and footways should remain unobstructed by vehicles, machinery, materials and other aspects of construction works.</p> <p>Contaminated Land</p> <p>2. 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</p> <p>3. 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.</p>
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Appendix A

Consultation responses

Appendix B

Neighbour notification/site notice responses

Objections

Address	Comments
21 MICKLEM DRIVE,HEMEL HEMPSTEAD,,,HP1 2PR	<p>RE: Planning Application Ref No 4/02449/18/FUL 2 x Dwellings at Pulleys Lane, Hemel Hempstead and the impact on No. 21 Micklem Drive and surrounding area.</p> <p>I am writing to oppose the proposed above development of 2 x 3 bedroom dwelling at the garage site on Pulleys Lane. The proposed development directly and negatively impacts on my property No. 21 Micklem Drive, HP1 2PR.</p> <p>The reasons for my objections are as follows: Light deprivation and overshadowing: The proposed houses are of such a size, position and proximity that they will fill almost the entire view from my back garden. I have a south facing garden and these houses will create a permanent and continuous shadow over my entire garden and property. The aspect and light that fills my property during the full course of</p>

the day is one of the most distinguishable and enjoyable features of my home. It fills my garden and home with warmth. The overshadowing will be permanent infliction causing me great distress, loss of enjoyment and potentially ill health. A constant shadow, no direct sun or light as I have enjoyed and a huge great brick wall in the view from every room in my home will contribute to depression and provide no pleasure as we grow older.

This is my childhood home. My mother would tell us stories about the birdies in the garden. She did the same for my children who would watch the birds in garden and listen to them sing. My garden is glorious and plentiful throughout the day and bliss in the summer with the direct light from the sun and visited by numerous birds singing on the clothes line and fence. This development will steal those delightful pleasures by casting a permanent cold dark shadow on any given day.

I have enclosed a picture of my back garden and outlined where I believe based on the plans where the proposed houses will be positioned.

If you lived in my house in your present position of employment would you honestly give permission for this development?

Obstruction & On-going Disruption to Access: The proposed development will directly negatively impact on the access to my property by both foot and vehicle access. Both during construction and on development completion.

What provisions will be made pre- and during construction to provide ongoing and unobstructed vehicle access to my property?

Of more concern, and without any discussion or consultation, I read the developer has proposed in their plans that they move my double gates to where the garages currently are. What gives them the right to make these assumptions over my property and my wellbeing without my involvement? This directly impacts on my livelihood and long-term mobility.

The vehicle access into the back of my garden is a fundamental provision for our retirement and disability access dependant. I rely on easy accessibility to the back of my home. The proposed development does not consider the changes that would need to be made to the parking provision in my own property, vehicle turning, and nor does it account for any of the negative behaviours that are well publicised with areas of shared access.

How is access to my property going to be protected from obstruction? Who will govern this and manage possible future conflicts, tensions and disputes?

Who will pay for the changes to my access and associated

costs not acknowledged in the plan?

Inadequate Parking and Turning: The reality of a development is different to the plan. The occupants of the proposed development are likely, as evident in so many of the new developments to park opposite the new houses compromising the direct access to my property. The proposed site plan drawing depicts car parking to the sides of the house but any visitors, other vehicles or just laziness on the occupant's part would block access along the drive towards my access and potentially trapping my property.

Given the limited space available at the proposed site and with cars parked in non-allocated spaces, turning would be constrained and the provision therefore inadequate to make this a suitable site for a housing development.

Loss of privacy, noise and disturbance: Sitting on the boundary of my property and with cars butting up to the back of my garden fence the proposed permanent housing of two families will inevitably infringe on the privacy that has been experienced for decades. The coming and going of vehicles along my back fence, the loading and unloading of vehicles and noise of radios and engines at such close quarters and with no controls or parameters will be a disturbance and a nuisance.

From the plans I have interpreted that a ground floor window has been positioned opposite my garden fence. What is the height? Will this open? My home has no visual intrusions nor is it overlooked by other properties. I do not want to see into someone else's home and I don't want them looking into my home or garden which they can on this proposed plan. I do not want to hear the noise of their TV or stereo backing on to my garden when the window is open. It is unreasonable given I bought this property with the knowledge and assurances I was not overlooked.

Loss of trees: I note that the plans conclude the trees are of no significant value. Arboriculturally they may not be significant however they disguise the ugly sub-station and they provide an injection of nature into a built-up urban area. Children and dog walkers use these small but significant areas of woodland. To remove some of these trees would be a great loss and only make the surrounding area visually harsher and less appealing.

The land allotted for the garages was never intended to be built on and therefore by its very size and nature is an unsuitable development. It has a significant impact and detriment to the privacy and sunlight on the surrounding houses, back gardens, and will result in the demise of a small but well used woodland area.

This development will reduce the value and attractiveness of my home and my enjoyment. Irrespective of this personal

	<p>financial loss, the removal of the trees at the back and a house built at the bottom of my garden blocking the sun and creating a constant shadow is not just an eye-sore but a direct assault on my quality of life. The proposal is unsuitable on the basis of light deprivation alone. This is too significant to ignore and changes every aspects of my home, lifestyle, comfort and enjoyment.</p> <p>If you lived in my house in your present position of employment would you honestly give permission for this development?</p> <p>I request your support in rejecting this application.</p>
<p>21 MICKLEM DRIVE,HEMEL HEMPSTEAD,,,HP1 2PR</p>	
<p>21 MICKLEM DRIVE,HEMEL HEMPSTEAD,,,HP1 2PR</p>	<p>RE: Planning Application Ref No 4/02449/18/FUL 2 x Dwellings at Pulleys Lane, Hemel Hempstead and the impact on No. 21 Micklem Drive and surrounding area.</p> <p>Please could you contact me using the above address or email with items/changes pertaining to the planning application for 4/02449/18/FUL. I have today received notice of the letter you published on 28th November 2018 which required a response within 14 days (i.e. tomorrow).</p> <p>I have not received an acknowledgement from Dacorum Council regarding my letter dated 23rd October 2018 which sets out my parents objections to the above development. I also notice that their comments have not been included for view on your website. Have these been captured and shared for review by the planning committee?</p> <p>I write to ask what are the changes you alluded to in your letter dated 28th November 2018. I have looked at the amended plans on your website and note only the roof ridge level and site boundary changes. Is there anything else?</p> <p>I can see no improvements to the original plan and as a result my parents' position has not changed. They strongly object to the development due to the:</p> <p>" Demise of quality of life enjoyed at No. 21: The proposed development directly and negatively impacts on my parent's property No. 21 Micklem Drive, HP1 2PR. This will affect their enjoyment and quality of life in the property. The house will become dark and cold owing to the overshadowing from the new development.</p> <p>" Light deprivation and overshadowing: The proposed development deprives both the house and garden of light. The size, position and proximity of the development will block almost the entire view from the back of their house and provide a permanent cold shadow in their garden on any given day.</p> <p>" Obstruction & On-going Disruption to Access: The proposed development has not taken into account their</p>

	<p>questions regarding the obstruction and on-going disruption to access at the back of my parent's property both pre and post construction.</p> <p>" Impacts of moving the Access Gates: The proposed development gives no consideration to the changes my parents will need to make as a result of moving the access gates at the back of the property. This will be costly, an inconvenience and an unwanted change forced upon them. The developer has not consulted which is a disgrace. This directly impacts on their future mobility.</p> <p>" Inadequate Parking: The proposed development assumes that residents will park in their allotted car space. It makes no allowance for additional cars albeit the new residence having more than 2 cars, visitors or other vehicles. Additional vehicles could potentially block access towards my parents' entrance and trap them in. What provisions are in place to ensure this cannot occur?</p> <p>" Inadequate Turning Space: The proposed development is a limited space and with cars parked in non-allocated spaces turning would be constrained.</p> <p>" Loss of privacy, noise and disturbance: The proposed development will be all my parents can see from the back of their house. The parking for the new development butts up to their fence and the coming and going of vehicles and people will be a constant disruption. The lights from headlights turning into the drive and outdoor lighting will shine directly into their garden and windows. They currently have minimal/no light pollution.</p> <p>" Loss of trees: The proposed development will remove some of the trees. This would be a great loss and only make the surrounding area visually harsher and less appealing.</p> <p>This development will reduce the value and attractiveness of my parents' home and their enjoyment. Irrespective of this personal financial loss, the removal of the trees at the back and a house built at the bottom of their garden, overshadowing their entire garden, blocking their view, eradicating any chance of the sun and creating a constant shadow is not just an eye-sore but a direct assault on their quality of life. The proposal is unsuitable on the basis of light deprivation alone. This is too significant to ignore and changes every aspect of their home, lifestyle, comfort and enjoyment.</p> <p>If this was your house would you honestly give permission for this development?</p> <p>I request your support in rejecting this application.</p>
<p>19 Common Road, Studham,, LU6 2NQ</p>	<p>- Demise of quality of life enjoyed at neighbouring properties: The proposed development directly and negatively impacts on No. 21 Micklem Drive. The house will become dark and cold owing to the overshadowing from the new development and it will directly affect the enjoyment and quality of life when living in the property</p> <p>- Light deprivation and overshadowing of neighbouring properties: The proposed development deprives No.21</p>

	<p>Micklem Drive of light in the house and garden. The size, position and proximity of the development will block almost the entire view from the back of the house and provide a permanent cold shadow in the garden on any given day.</p> <ul style="list-style-type: none"> - Obstruction & On-going Disruption to Access: The proposed development has not taken into account the obstruction and on-going disruption to access at the back of No.21 Micklem Drive both pre and post construction. It gives no consideration to the changes that will need to be made as a result of moving the access gates at No. 21. This is costly, an inconvenience and an unwanted forced change on the owners. - Inadequate Parking: The proposed development assumes that residents will park in their allotted car space. It makes no allowance for additional cars albeit the new residence having more than 2 cars, visitors or other vehicles. Additional vehicles could potentially block the access at No.21. No provisions are stated to ensure this cannot occur? - Inadequate Turning Space: The proposed development is a limited space and with cars parked in non-allocated spaces turning would be constrained. - Loss of privacy, noise and disturbance to neighbouring properties: The proposed development will be all that can be seen from the back of No.21. The parking for the new development butts up to the fence of No.21, the coming and going of vehicles and people will be a constant disruption. The lights from headlights turning into the drive and outdoor lighting will shine directly into the garden and windows of No.21. - Loss of trees: The proposed development will remove some of the trees. Whilst stated as not of value, they are aesthetically pleasing and provide a most welcomed break from the built up environment. This would be a great loss and only make the surrounding area visually harsher and less appealing. <p>This development will reduce the enjoyment and quality of life experienced and the value and attractiveness of No.21 Micklem Drive. The proposal is unsuitable due to the significant light deprivation and visual obstruction it causes.</p>
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Supporting

Address	Comments
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Commenting

Address	Comments
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