

<b>4/00834/18/MFA</b>	<b>CONSTRUCTION OF 39 APARTMENTS, ASSOCIATED PARKING, LANDSCAPING, CYCLE STORAGE, REFUSE AND RECYCLING ENCLOSURES. ACCESS VIA EXISTING VEHICULAR ACCESS FROM TWO WATERS ROAD.</b>
<b>Site Address</b>	<b>HEWDEN HIRE LTD, TWO WATERS WAY, HEMEL HEMPSTEAD, HP3 9BX</b>
<b>Applicant</b>	<b>Thrive Homes, Building 3</b>
<b>Case Officer</b>	<b>Jason Seed</b>
<b>Referral to Committee</b>	<b>Called in by Councillor Tina Howard on 13/04/2018 on the grounds of density, insufficient parking allowed and the entrance and egress on to London Road at the Two Waters junction.</b>

## **1. Recommendation**

1.1 That the application is delegated to the Group Manager (Development Management and Planning) with a view to approval, subject to the completion of a Section 106 Agreement in respect of securing affordable housing and the provision of fire hydrants.

## **2. Summary**

2.1 The proposals are considered acceptable with regards to the policies contained within the Saved Dacorum Borough Local Plan (DBLP), relevant appendices, the Council's Core Strategy and the National Planning Policy Framework.

## **3. Site Description**

3.1 The application site has an irregular shape which is approximately 0.30ha in area and is situated within the mixed residential and commercial area of Two Waters Road which runs north to south along the site's eastern boundary. The west of the site is bounded by the A414, also called Two Waters Road. The River Bulbourne runs centrally across the site from west to south-east, effectively bisecting the site into two separate and distinct areas. Lines of mature trees are present within the north, east and southern boundaries of the site. The A4251 London Road and further commercial properties are located south of the site.

3.2 The site is subject to the following relevant designations: CIL3, Flood Zone 2 and 3, Open Land, Area of Special Control for Advertisements, Wildlife Site, Former Land Use, Tree Preservation Order, Two Waters Area.

## **4. Proposal**

4.1 The application seeks full planning permission for the construction of 39 apartments, associated parking, landscaping, cycle storage, refuse and recycling enclosures.

4.2 The proposal has been reduced during the consideration of the application from an originally-proposed 52 units.

4.3 The proposed development effectively proposes an additional storey to an extant planning permission (application reference: 4/03552/15/MFA) which would house 3 additional residential units.

## **5. Relevant Planning History**

4/03552/15/MFA CONSTRUCTION OF A BUILDING CONTAINING 36 ONE, TWO AND THREE BEDROOM APARTMENTS WITH CAR PARKING, LANDSCAPING, CYCLE STORAGE, REFUSE AND RECYCLING ENCLOSURES. ACCESS VIA EXISTING VEHICULAR ACCESS FROM

TWO WATERS ROAD.  
Granted  
25/08/2016

## **6. Policies**

### 6.1 National Policy Guidance

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

### 6.2 Adopted Core Strategy –

CS1, CS2, CS4, CS8, CS9, CS11, CS12, CS13, CS17, CS18, CS19, CS27, CS28, CS29, CS31, CS32, CS35.

### 6.3 Saved Policies of the Dacorum Borough Local Plan

Policies 10, 12, 13, 18, 55, 57, 99, 100, 101, 111, 116, 118, 129.

Saved Appendix 3 - Layout and Design of Residential Areas  
Saved Appendix 5 - Parking Provision

## **7. Constraints**

- CIL3
- LHR Wind Turbine
- 45.7M AIR DIR LIMIT
- OPEN LAND
- FLOOD ZONE 3
- FLOOD ZONE 2
- AREA OF SPECIAL CONTROL FOR ADVERTS
- Wildlife Sites
- Former Land Use
- TREE PRESERVATION ORDER

## **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
- Impact on Open Land designation
- Impact on neighbouring amenity

- Impact on trees and landscaping
- Internal environment and amenity space
- Access and highway safety
- Parking and Sustainability
- Cycling and bin storage
- Archaeology
- Affordable Housing
- Ecology
- Flood risk and drainage
- Contaminated land and air quality

### Policy and Principle

9.2 Policy CS1 of the Core Strategy states that Hemel Hempstead will be the focus for homes, jobs and strategic services. Policy CS2 encourages development within defined settlements on previously developed land and buildings and areas of high accessibility. Policy CS4 states that in residential areas appropriate residential development is encouraged. In Open Land areas the primary planning purpose is to maintain the generally open character and as such, development proposals will be assessed against relevant Open Land policies.

9.3 The proposal site is allocated (H/5) within the Council's Site Allocations DPD which was Adopted on 12 July 2017 and is identified as having a net capacity of 36 units. The allocation text states as follows (in italics with Case Officer underlining):

*9.4 Application to be approved for 36 homes subject to completion of legal agreement. Access from Two Waters Road. The development should be designed and landscaped to safeguard the open land setting of the site. Flats with communal gardens are preferred. Flood risk assessment required. There is potential for the capacity to be exceeded if fully justified against these constraints, and subject to viability considerations and achieving a high quality design that protects the character and setting of the site. Early liaison required with Thames Water to develop a Drainage Strategy to identify any infrastructure upgrades required in order to ensure that sufficient sewage and sewerage treatment capacity is available to support the timely delivery of this site.*

9.5 It is noted that the legal agreement referred to above was completed and planning permission was granted on 25/08/2016.

9.6 Since this application was approved, the Two Waters Masterplan (TWMP) Guidance has been adopted (February 2018). The site is identified as being situated within Site 3 (Page 60) within the Masterplan area. The site is designated for residential development up to 4 stories on this site. It is noted that the proposed development exceeds this allocation. Since the TWMP has been adopted, the National Planning Policy Framework (2018) has been published which emphasises that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site

9.7 It is therefore concluded that, on balance, the principle of the development is acceptable for the reasons set out later within this report.

### Previous Approval and Proposal Comparison

9.8 The current application originally proposed 52 units across 8 storeys which was considered to be unacceptable due to its height, scale and resultant impacts upon the street scene. The proposals now before Members have evolved following negotiations with the applicant to

substantially reduce the quantum and overall scale of the development.

9.9 An extant consent exists on the site for the construction of 36 one, two and three bedroom apartments with car parking, landscaping, and cycle storage. Refuse and recycling enclosures (planning application reference: 4/03552/15/MFA).

9.10 The development proposed under the current application effectively seeks to add an additional storey to the approved development, this storey to provide 1 x three bedroom unit and 2 x two bedroom units. This storey is proposed to be set-back from the relevant elevations to minimise its visual impact.

9.11 The previously approved proposals included the provision of 36 off-street parking spaces at a ratio of 1 space per unit. The current proposals provide 39 parking spaces for 39 units, replicating this ratio. The three additional spaces have been accommodated within land which is located within the south-east corner of the site which was previously not proposed to be developed. Additional refuse storage is also located within this area. Additional cycle storage is also proposed to be situated to the immediate north of the refuse storage area which is proposed to be located to the north of the access road.

9.12 The previously approved scheme provided predominately market housing, with the exception of 3 shared equity apartments. By comparison, the current proposals will provide 100 percent on a 'rent to buy' basis. Annex 2 of the National Planning Policy Framework (NPPF) confirms that the nature of this tenure qualifies as affordable housing.

9.13 It is considered that this provision, in comparison with the previously approved predominately-market housing proposals, weighs significantly in favour of the proposals.

#### Impact on Open Land Designation

9.14 Saved Policy 116 of the Dacorum Borough Local Plan states that proposals to develop on other open land in towns and large villages will be assessed on the basis of the local contribution the land makes to leisure facilities, townscape, visual amenity, nature conservation and the general environment. Measures to conserve and improve the attractiveness, variety and usefulness of all open land will be investigated, encouraged and promoted.

9.15 The principle of built / residential development at this site has been accepted through the work undertaken through the aforementioned Site Allocations DPD, the TWMP and the previous planning approval at the site as detailed within the relevant sections of this report. It is therefore necessary to assess the how the scale and quantum of the development impacts upon the site's Open Land designation.

9.16 As the proposal plans illustrate, the overall scale of the proposal is minimised by both the site levels and retaining wall along the western boundary (which effectively screens the lower floor from view from the west) and the 'stepping down' of the development from six floors to three as the development extends towards Two Waters Road to the east. The overall footprint of the development is considered to be compact for a development of this scale, and the buffer zone which is provided to the north of the site and the parking which is to be provided to the south and south-east of the site assist in retaining large areas of openness around the site. Whilst it is acknowledged that these will be covered in hard standing, an opportunity exists to secure additional landscaping via planning condition which will reduce the impacts of these areas and will increase vegetative cover at the site.

9.17 Furthermore, the proposal provides an opportunity to secure ecological / biodiversity enhancements around the area of the River Bulbourne which is adjacent to the site, and the proposed amenity area which is to be located to the north of the river to be improved for the benefit of both the residents of the new development and other members of the community.

9.18 It is therefore considered that the proposal will result in overall environmental improvements to the site in relation to its Open Land setting and will conserve and improve the attractiveness, variety and usefulness of Open Land when considered within the context of the extant planning permission and the site's allocated status. As such, the proposal is considered to comply with Policy CS4 of the Core Strategy and Saved Policy 116 of the Dacorum Borough Local Plan.

#### Impact on Street Scene

9.19 The proposed development will be visible from a number of vantage points including the A414 to the west, the Two Waters Road to the north-east and east and the A4251 to the south. From the A414, the ground floor of the development will be hidden from view due to the retaining wall / road level in relation to that of the site. As such, only the upper 5 floors will be visible, the highest of which is set-back from the western elevation to minimise its visual dominance and impact. Windows and balconies provide a residential appearance to the property which although introducing a new feature into this location, will not adversely impact upon the street scene and would be in keeping with the residential development direction and objectives contained within the TWMP.

9.20 When viewed from the north, the bulk and overall scale of the proposals is minimised by the variety of floor heights and elevation positioning. Similarly, views of the proposal from the east are of varying heights and modest overall build width which lessens the visual impact of the proposal and provides aesthetic interest.

9.21 Overall, it is considered that the proposal will not adversely impact upon the street scene when viewed from the surrounding area and as such, the proposal is considered to comply with Policy CS12 of the Core Strategy.

#### Impact on Neighbouring Amenity

9.22 Policy CS12 of the Core Strategy states that on each site, development should avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties.

9.23 The closest residential properties to the proposal site are those situated to the north-east on Two Waters Road. These properties are typically of two storeys in height (excluding a single bungalow, No. 20, which is of 1.5 storeys).

9.24 Paragraph 8.2 of the submitted Design and Access Statement provides two 25 degree tests from the ground floor windows of properties to the east of the site in Two Waters Road. This test is to establish the effect a proposed building will have on existing properties with regards to obstructing daylight to existing windows/rooms. This test is carried out when the proposed building is opposite the existing building.

9.25 The illustrations demonstrate that the 25 degree line will not be breached which indicates that no unacceptable loss of daylight will result. A combination of the separation distance between the application site and these properties and the stepped-down nature of the easternmost element of the block will ensure that no unacceptable loss of daylight will result.

9.26 In terms of privacy and disturbance, the aforementioned separation in conjunction with the orientation of the proposals in relation to surrounding properties is considered sufficient to ensure that no significant impact upon the properties within Two Waters Road will result.

#### Impact on Trees and Landscaping

9.27 The two parts of the site are markedly different with regards to vegetation coverage. The southern part of the site where the built development is to be cited is currently free from vegetation although mature trees are present adjacent to the site's southern boundary which are covered by a Tree Preservation Order (TPO). Trees within the site are located predominantly in the north-eastern half, either side of and to the north of the river where further TPOs are in place. In this location the trees are particularly dominant close to the road-side boundary, with sycamore being the principal species.

9.28 The Council's Trees and Woodlands Officer has been consulted on the application and no response has been provided. However, in response to the proposals which were approved under planning application reference: 4/03552/15/MFA and which had an almost-identical site layout, it was concluded by the Officer that there was a minimal effect on site trees from proposed development design.

9.29 It is considered that the site's landscaping can be enhanced through the imposition of a condition to secure improvements across both sections of the site.

9.30 The effect of construction on trees will be decided by the proper installation and maintenance of tree protection measures. Protection measures should remain in place throughout the construction phase and only removed once into landscaping operations.

9.31 It is therefore considered that matters in respect of trees and landscaping can be sufficiently managed through planning conditions and as such, do not represent an overriding constraint on the proposed development.

#### Internal Environment and Amenity Space

9.32 With regards to the size of the units, the proposed floor plans contain a schedule of room sizes which indicates that each unit will benefit from acceptable floor areas which affords a comfortable internal living environment. Habitable rooms are generally well-served in terms of fenestration which provide good levels of natural lighting and outlook.

9.33 The site is located within close proximity to an A-road. As such, the application is accompanied by a Noise Assessment and a noise survey was undertaken to quantify the noise climate at the site.

9.34 The assessment concluded that façade mitigation (i.e. glazing and ventilation) will be required due to road traffic noise although the report considers that such mitigation is achievable.

9.35 External noise levels to communal gardens and balconies were found to be above the aspirational guidance criteria as defined in BS8233:2014; however, the document explains that noise limits need not apply to small balconies and that development should not be prohibited where context allows. As a mitigating factor, in line with Planning Practice Guidance, quieter public amenity spaces are close by to the west of the site.

9.36 It is therefore considered that the proposals are acceptable in respect of noise subject to conditions in respect of detailed mitigation measures.

9.37 With regards to amenity space provision, Saved Appendix 3 of the Dacorum Borough Local Plan states that all residential development is required to provide private open space for use by residents whether the development be houses or flats. Residential development designed for multiple occupancy will be required to provide a private communal amenity area to the rear of the building at least equal to the footprint of the building for two storey developments, and increasing with building height.

9.38 All of the proposed units would benefit from amenity space either in the form of a balcony, terrace or communal roof garden. In addition, the northern part of the site encompasses a new landscaped amenity area which is comparable in size with the footprint of the building.

9.39 In addition to the above provisions, the site is well-located in relation to Boxmoor Common which provides opportunities for outdoor recreation.

9.40 It is therefore considered that the amenity areas which will be available to future occupants are acceptable.

#### Site Access and Impact on Highway Safety

9.41 Policy CS12 of the Core Strategy states that on each site development should provide a safe and satisfactory means of access for all users.

9.42 Policy CS9 of the Core Strategy states that the traffic generated from new development must be compatible with the location, design and capacity of the current and future operation of the road hierarchy, taking into account any planned improvements and cumulative effects of incremental developments.

9.43 Furthermore, Saved Policy 51 of the Dacorum Borough Local Plan (DBLP) states that development must be compatible in locational and general highway planning, design and capacity terms with the current and future operation of the defined road hierarchy and road improvement strategy.

9.44 Access to the proposed development is maintained via Two Waters Road, with a pedestrian route to the amenity area accessed from the northern part of the site and vehicular access to the residential block at the southern part of the site. The applicant has provided drawing P282/100 in the Transport Statement (TS) which indicates visibility splays of 2.0m x 26.5m to the south and 2.0m x 35.0m to the north.

9.45 Manual for Streets states that a distance of 2.4m should normally be used but a minimum distance of 2m may be considered in some very lightly-trafficked and slow speed situations. It is noted that the applicant does not propose to alter the existing access, Two Waters Road is a no through road and no collisions have been recorded. As such the Highway Authority have confirmed that in this instance the visibility splays provided are considered acceptable.

9.46 In terms of trip generation, it is noted that within the TS, the increase from the previously-approved 36 dwellings to 39 dwellings is unlikely to have a material impact on the highway network surrounding the site and the Highway Authority have raised no objection in this regards. They have further confirmed that they would not wish to restrict the grant of planning permission subject to conditions and informatives.

#### Parking and Sustainable Transport

9.47 Policy CS12 states that on each site, development should provide sufficient parking.

9.48 The site is identified within the Council's Accessibility Zones for the Application of Parking Standards SPG as being situated within Zone 4, although is situated adjacent to two Zone 3 areas to the immediate south and a short distance to the north of the site.

Saved Appendix 5 of the Dacorum Borough Local Plan provides the Council's maximum parking standards. The development comprises the following schedule of units:

- 16 x one bed: max standard. 1.25 spaces per dwelling = 20 spaces
- 20 x two beds: max standard. 1.5 spaces per dwelling = 30 spaces

- 3 x three bed units: max standard. 2.25 spaces per dwelling = 6.75 spaces

9.49 Total maximum parking requirement = 56.75 spaces

9.50 Paragraph A5.8 of Appendix 5 states that for residential development, the SPG currently expects all parking demand to be accommodated on site; although reduced provision may be acceptable for high-density residential proposals in appropriate locations. The document further states that these standards are currently under review and the objective of this review is to achieve an average of 1.5 spaces per dwelling across all new housing development. On the basis of 1.5 spaces per unit, the aim in relation to the proposed development would be to achieve 58.5 off-street parking spaces, 19.5 more than are proposed.

9.51 Saved Policy 58 of the DBLP states that car free residential development may be considered in high accessibility locations and parking provision may also be omitted or reduced on the basis of the type and location of the development (e.g. proximity to facilities, services and passenger transport).

9.52 It is considered that the site is situated within a relatively sustainable location. The nearest bus stop is off of Two Waters Road approximately 100 metres from the proposed development. Buses 500 and 501 provide access to the surrounding towns Tring, Aylesbury, Berkhamsted and Watford. The site is located approx. 900 metres south-west of Hemel Hempstead railway station providing access into central London, Clapham Junction, Milton Keynes and interconnecting trains with these larger stations providing UK wide access.

9.53 On the basis of the above, it is considered that given the density of the proposal and the site's sustainable location, the proposed number of spaces are considered to be acceptable in this instance.

#### Cycling and Bin Storage

9.54 Cycling sheds are provided in a three locations across the site which will result in the provision of 40 storage spaces, a ratio of just over 1 space per unit which is considered to comply with the requirements of Saved Appendix 5. Whilst the location of the cycle sheds has been provided, no details of their full dimensions has been submitted. As such, further information in this respect is required to be submitted to and approved by the Local Planning Authority as part of the landscaping condition, prior to the occupation of the development.

9.55 The submitted plans illustrate bin storage areas are to be provided to the east of the site. However, the capacity of the proposed bin store to adequately serve each of the new units that are proposed is not fully understood. As such, it is considered that further information is required in respect of capacity and building type. A condition is recommended to secure the provision of this information.

#### Archaeology

9.56 Policy CS27 of Core Strategy states that all development will favour the conservation of heritage assets. Features of known or potential archaeological interest will be surveyed, recorded and wherever possible retained.

9.57 The County's Historic Environment Unit (HEU) has not been consulted on this application. However, in response to the consultation on the previously-approved application, the HEU stated as follows (in italics):

*9.58 Evidence from historic mapping and records (in particular the 1650 survey of the Manor of Hemel Hempsted) shows the site of a mill within the application areas bounds (HER No. 7112). The mill itself seems to have been in continuous use from at least the 17th century onwards,*



*originally a corn mill it was later a fulling mill, then paper mill. In 1919 the mill was destroyed by an explosion whilst extracting fat from sheep wool.*

9.59 *The mill formed part of a large industrial post-medieval landscape in the area, with a Malthouse to its south west (HER No. 7114) and a maltings to its south (HER No. 7113). The Historic Environment listing for the mill also mentions the possible survival of early brick walls lining the culvert that bi-sects the sites southern wall. In addition, the sites location along the base of the valley of the River Bulbourne lends itself to the potential for paleoenvironmental deposits associated with the river.*

9.60 It was concluded that given the site's topographical position, the known heritage asset within the site bounds and its proximity to other heritage assets, the proposed development site possesses potential for the presence of heritage assets with archaeological interest and it was recommended that 2 conditions be applied to planning consent which would ensure that the proposal complies with Policy CS27 of the Core Strategy.

9.61 It is therefore considered reasonable to apply these conditions to the current proposals.

### Affordable Housing

9.62 Core Strategy Policy CS19 sets a requirement for 35% of dwellings to be provided as affordable housing on qualifying sites; with a minimum of 75% of the affordable housing units provided should be for rent.

9.63 The application proposes 39 dwellings at 100 percent affordable housing which are to be 'Rent to Buy'.

9.64 Comments from the Strategic Housing Team will be provided through the addendum.

### Ecology

9.65 Boxmoor Common is a Local Wildlife Site (LWS) designated for its grassland interest. The designation covers the entirety of the northern section of the site, whilst the area within which the built development is proposed is not subject to the designation. The area of land to the south of the site is however also covered by the designation.

9.66 At the time of writing, no consultation response has been received from the relevant consultee. However, in response to the consultation on the previously-approved application, no objection was raised to the proposals.

9.67 It is anticipated that a further ecological update will be provided to Members through the report addendum or articulated verbally at Development Management Committee.

### River Bulbourne

9.68 The River Bulbourne runs west to east across the site, effectively dividing it into two.

9.69 As with the previously-approved proposals, an 8 meter buffer zone is incorporated between the river and the development; a flood management requirement of the Environment Agency. The buffer also functions as a natural wild life corridor.

9.70 The Environment Agency has been consulted on the application and has raised no objection in respect of impacts upon the river.

### Flood Risk and Drainage

9.71 Policy CS31 of the Core Strategy states that development will be required to avoid Flood Zones 2 and 3 and minimise water runoff.

9.72 As previously detailed, the River Bulbourne runs west to east and splits through the site. As such, small sections of the site are situated within Flood Zone 2 and 3 although the vast majority is situated within Zone 1. It is noted that none of the residential footprint of the development falls within an area identified as being at risk of flooding.

9.73 The Environment Agency have not objected to the proposals on the grounds of flood risk or drainage. Furthermore, the Lead Local Flood Authority have confirmed that following review of the submitted Flood Note and Surface Water Management Strategy carried out by Cannon Consulting (reference P282 dated September 2018), they confirm that they have no objection on flood risk grounds and advise that the proposed development site can be adequately drained and any potential existing surface water flood risk mitigated if carried out in accordance with the overall drainage strategy.

9.74 As such, it is considered that the proposals comply with the requirements of Policy CS31 of the Core Strategy.

#### Contaminated Land and Air Quality

9.75 Policy CS32 of the Core Strategy states that development will be required to help maintain air quality standards throughout the area and maintain soil quality standards and remediate contaminated land.

9.76 The applicant has provided a Site Investigation Report which confirms that the site does not pose any significant risk to the environment or human health following the various stages of historic remediation which have been undertaken. Following review of the report, the Council's Scientific Officer has confirmed that he is satisfied with this conclusion and no conditions are required. An informative is recommended to be provided to notify the Local Planning Authority in the event that any unexpected contamination is found during construction.

9.77 In respect of impacts upon air, it is noted that the site is not located within any of the Borough's Air Quality Management Areas.

9.78 The applicant has provided an Air Quality Assessment which demonstrates that the proposed development will generate a small amount of additional traffic on the local road network, but the assessment has shown that the additional emissions from this additional traffic will not result in any significant air quality effects at any existing, sensitive receptors.

9.79 During the construction works, a range of best practice mitigation measures will be implemented to reduce dust emissions and the overall effect will be 'not significant'; appropriate measures have been set out in the report, to be included in the Dust Management Plan for the works.

9.80 The Council's Scientific Officer has reviewed the assessment and has raised no objections in respect of impacts upon air quality. A condition is recommended to secure the provision of the aforementioned Dust Management Plan.

#### Groundwater Source Protection Zone

9.81 Affinity Water have advised that the site is located within the groundwater Source Protection Zone (SPZ) corresponding to Hunton Bridge Pumping Station. This is a public water supply, comprising a number of Chalk abstraction boreholes, operated by Affinity Water Ltd.

9.82 They have further advised that the construction works and operation of the proposed

development site should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk.

### Sustainability

9.83 Policy CS29 of the Core Strategy states that new development will comply with the highest standards of sustainable design and construction possible.

9.84 The applicant has submitted a Sustainable Development Checklist which provides a substantial level of detail in respect of the sustainability of materials resourcing, minimisation of water consumption during construction, waste minimisation, limiting residential indoor water consumption, minimising energy consumption during construction, minimising carbon dioxide emissions and other relevant matters in respect of the requirements of Policy CS29.

### Response to Neighbour comments

9.85 In addition to the matters which are discussed within this report, the following comments have been raised through the consultation process:

- Interruption of views;
- Proposals out of keeping with neighbouring cottages;
- Impact on existing infrastructure.

9.86 In response to these comments, it should be noted that the planning system does not have a responsibility to protect private views, and the loss of such is not a material planning consideration.

9.87 Whilst it is accepted that the proposals do not directly reflect the density and character of the properties immediately adjacent, none of the cottages are Listed Buildings or situated within a Conservation Area, and varying aesthetic relationships such as that which is proposed under this application are not uncommon in built-up residential areas. The density of the proposals are similar to those which have previously been approved at the site and as such, will not result in a material increase with regards to the burden placed upon infrastructure.

### S106 and Planning Obligations

9.88 A Section 106 Agreement will be required to secure the affordable housing contribution and the provision of fire hydrants.

## **10. Conclusions**

10.1 It is considered that the proposals will optimise the use of urban land and will deliver 39 units of affordable housing which will allow a significant number of people to enter the housing market. The proposals are considered acceptable with regards to the relevant technical standards and will not adversely impact upon the street scene, neighbouring properties or the highway network.

**11. RECOMMENDATION** – That the application be delegated to the Group Manager (Development Management and Planning) with a **view to approval**, subject to the completion of a Section 106 Agreement in respect of securing affordable housing and the provision of fire hydrants and subject to the following conditions.

### Conditions

No	Condition
1	The development hereby permitted shall be begun before the expiration of three years

	<p>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>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>060 Rev P2  061 Rev P2  062 Rev P1  063 Rev P1  067 Rev P2  068 Rev P2  069 Rev P2  070 Rev P1  Transport Statement  Planning Statement  Arboricultural Impact Assessment and Preliminary Arboricultural Method Statement  Flood Note and surface Water Management Strategy  Air Quality Assessment  Noise Assessment  Sustainability Statement</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>
3	<p>No development (excluding 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 Policy CS12 of the Core Strategy.</p>
4	<p>No development (excluding groundworks) 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:</p> <p>hard surfacing materials;  means of enclosure;  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) including full details of secure cycle storage provision;  proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc, indicating lines, manholes, supports etc);  retained historic landscape features and proposals for restoration, where relevant.</p> <p>The approved landscape works shall be carried out prior to the first occupation of the development hereby permitted.</p>

	Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate are in accordance with Policy CS12 of the Core Strategy.
5	<p>Prior to occupation of the development hereby approved, the sound remediation measures contained within the Noise Assessment submitted as part of the application shall be implemented in full and the glazing and acoustic ventilation proposed shall be incorporated into the design and construction of the property.</p> <p>Reason: To protect the amenity of occupiers of the units in accordance with Saved Appendix 3 of the Dacorum Borough Local Plan.</p>
6	<p>Prior to the commencement of the development (excluding groundworks) hereby permitted, full details (in the form of scaled plans and / or written specifications) shall be submitted to and approved in writing by the Local Planning Authority to illustrate the following: • Visibility splays; • Access arrangements, in line with Roads in Hertfordshire Highway Design Guide 3rd Edition; and • Parking provision in accordance with adopted standard.</p> <p>Reason: In the interests of highway safety in accordance with Policy CS8 and CS12 of the Core Strategy and Saved Policy 51 of the Dacorum Borough Local Plan.</p>
7	<p>Prior to the commencement of the development (excluding groundworks) hereby permitted swept path analysis is required to demonstrate that that refuse and servicing vehicles can manoeuvre safely within the internal layout and exit onto the highway in a forward gear.</p> <p>Reason: In the interests of highway safety in accordance with Policy CS8 and CS12 of the Core Strategy and Saved Policy 51 of the Dacorum Borough Local Plan.</p>
8	<p>Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan. The splay shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.</p> <p>Reason: In the interests of highway safety in accordance with Policy CS8 and CS12 of the Core Strategy and Saved Policy 51 of the Dacorum Borough Local Plan.</p>
9	<p>Prior to the first occupation of the development hereby permitted the proposed access /on-site car and cycle parking / servicing / loading, unloading / turning /waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.</p> <p>Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety in accordance with Policy CS8 and CS12 of the Core Strategy and Saved Policy 51 of the Dacorum Borough Local Plan.</p>
10	<p>Development shall not commence until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.</p> <p>Reason: To ensure adequate off-street parking during construction in the interests of highway safety CS12 of the Core Strategy and Saved Policy 51 of the Dacorum Borough Local Plan.</p>
11	At least three months prior to first occupation of the development hereby approved, a Travel Plan Statement shall be submitted in accordance with Hertfordshire's Travel Plan Guidance to be reviewed and approved by the Local Planning Authority.

	Reason: To promote sustainable transport measures to the development in accordance with Policy CS8 of the Core Strategy.
12	<p>Construction of the development shall not commence (excluding groundworks) until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:</p> <p>a. Construction vehicle numbers and type 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. Provision of sufficient on-site parking prior to commencement of construction activities; g. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.</p> <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 Policy CS8 and CS12 of the Core Strategy and Saved Policy 51 of the Dacorum Borough Local Plan.</p>
13	<p>The development permitted by this planning permission shall be carried out in accordance with the approved Flood Note and Surface Water Management Strategy carried out by Cannon Consulting reference P282 dated September 2018. The surface water drainage scheme should include;</p> <ol style="list-style-type: none"> <li>1. Limiting the surface water run-off to 0.7l/s with discharge into the River Bulbourne.</li> <li>2. Providing attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.</li> <li>3. Undertake the drainage to include permeable paving and attenuation crates as indicated on drawing P282-300.</li> </ol> <p>Reason: To ensure that surface water management is managed effectively in accordance with Policy CS31 of the Core Strategy.</p>
14	<p>No development (excluding groundworks) shall take place until the final design of the drainage scheme has been submitted to, and approved in writing by, the local planning authority. The surface water drainage system will be based on the submitted Flood Note and Surface Water Management Strategy carried out by Cannon Consulting reference P282 dated March 2018. The scheme shall also include:</p> <ol style="list-style-type: none"> <li>1. Full detailed engineering drawings including cross and long sections, location, size, volume, depth and any inlet and outlet features. This should be supported by a clearly labelled drainage layout plan showing pipe networks. The plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.</li> <li>2. All calculations/modelling and drain down times for all storage features.</li> <li>3. Demonstrate an appropriate SuDS management and treatment train and inclusion of above ground features reducing the requirement for any underground storage.</li> <li>4. Silt traps for protection for any residual tanked elements.</li> <li>5. Details regarding any areas of informal flooding (events those exceeding 1 in 30 year rainfall event), this should be shown on a plan with estimated extents and depths.</li> <li>6. Details of final exceedance routes, including those for an event which exceeds to 1:100 + cc rainfall event</li> </ol> <p>Reason: To ensure that surface water management is managed effectively in accordance with Policy CS31 of the Core Strategy.</p>

15	<p>No development shall commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:</p> <ol style="list-style-type: none"> <li>1. The programme and methodology of site investigation and recording</li> <li>2. The programme for post investigation assessment</li> <li>3. Provision to be made for analysis of the site investigation and recording</li> <li>4. Provision to be made for publication and dissemination of the analysis and records of the site investigation</li> <li>5. Provision to be made for archive deposition of the analysis and records of the site investigation</li> <li>6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.</li> </ol> <p>Reason: To protect the historic environment in accordance with Policy CS27 of the Core Strategy.</p>
16	<p>Development shall take place in accordance with the Written Scheme of Investigation approved under Condition 15.</p> <p>The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 15 and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.</p> <p>Reason: To protect the historic environment in accordance with Policy CS27 of the Core Strategy.</p>
17	<p>No development (excluding groundworks) shall take place until a Site Waste Management Plan (SWMP) has been submitted to and approved by the local planning authority. Following approval, the development shall be carried out in accordance with the SWMP.</p> <p>Reason: To ensure that waste production is minimised and that wastes arising are managed in accordance with Policy CS29 of the Core Strategy.</p>
18	<p>Details of refuse storage will be submitted to and approved by the local planning authority prior to first occupation of the development hereby approved.</p> <p>Reason: To ensure that waste arising is managed satisfactorily in accordance with Policy CS29 of the Core Strategy.</p>
19	<p>Prior to the commencement of the construction work, a dust management plan as alluded in section 7 of the AQ report shall be submitted to and approved in writing by the Local Planning Authority for a management scheme whose purpose shall be to control and minimise emissions of pollutants from and attributable to the development. This should include a risk assessment and a method statement in accordance with the control of dust and emissions from construction and demolition Best Practice Guidance. The scheme shall set out the secure measures, which can, and will, be put in place.</p> <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 Policy CS12 of the Core Strategy.</p>
20	<p>Prior to installation, details of the boilers shall be forwarded to the Local Planning</p>

	<p>Authority for approval. The boilers shall have dry NOx emissions not exceeding 40 mg/kWh (0%). The CHP must have a discharge stack which is at least 3m above any openable windows or ventilation air inlets within a distance of 5Um. Details to demonstrate compliance with this condition must be submitted to the Local Planning Authority for approval prior to construction of the superstructure.</p> <p>Reason: To ensure the amenities of the neighbouring premises are protected from increased air quality arising from the development; in accordance with Policies CS8 and CS32 of the Core Strategy (2013).</p>
21	<p>No occupation of the development hereby approved shall take place until a scheme for the provision and management of an 8 metre wide buffer zone alongside the River Bulbourne shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping; and could form a vital part of green infrastructure provision. The schemes shall include:  Plans showing the extent and layout of the buffer zone.  Details of any proposed planting scheme (must be native species).  Details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term  Details of any proposed footpaths, fencing, lighting etc.</p> <p>Reason: To protect and preserve local wildlife and biodiversity in accordance with Policies CS31 and CS32 of the Core Strategy.</p>
22	<p>Prior to first occupation of the development hereby approved, a Landscape and Ecological Management (LEMP) to include details of parties responsible for the ongoing implementation and future monitoring and management of the plan as well as the management aims (to preserve and enhance the existing ecological element of the area) and proposed management and maintenance practices shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To protect and preserve local wildlife and biodiversity in accordance with Policies CS31 and CS32 of the Core Strategy.</p> <p>ARTICLE 35 STATEMENT</p> <p>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 (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.</p> <p>INFORMATIVES</p> <p>Affinity Water</p> <p>You should be aware that the proposed development site is located within an Environment Agency defined groundwater Source Protection Zone (GPZ) corresponding to Hunton Bridge Pumping Station. This is a public water supply, comprising a number of Chalk abstraction boreholes, operated by Affinity Water Ltd.</p> <p>The construction works and operation of the proposed development site should be</p>



done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the site then the appropriate monitoring and remediation methods will need to be undertaken.

For further information we refer you to CIRIA Publication C532 "Control of water pollution from construction - guidance for consultants and contractors".

Scientific Officer

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.

Construction Hours of Working - (Plant & Machinery) Informative

In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1830hrs on Monday to Saturdays, no works are permitted at any time on Sundays or bank holidays.

Noise on Construction/Demolition Sites Informative

The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.

Thames Water

Waste Comments

The application indicates that surface waters will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position. Thames Water would advise that with regard to Foul Water sewage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided

We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer

to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)

#### Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

#### Design Out Crime Officer

Please refer to Secured by Design standards throughout the construction of the approved development.

#### Highway Authority

Where works are required within the public highway to facilitate the new vehicle access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to Hertfordshire County Council Highways team to obtain their permission and requirements. Their address is County Hall, Pegs Lane, Hertford, Herts, SG13 8DN. Their telephone number is 0300 1234047.

Storage of materials, site parking and deliveries: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. On-site parking for all contractors, sub-contractors, visitors and delivery shall also be off the highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

Approval subject to conditions and the signing of the Section 106 Agreement.

## Appendix 1

### Consultation responses

THAMES WATER UTILITIES	No Objection
THREE VALLEYS WATER PLC (AFFINITY WATER)	No Objection
HCC - Dacorum Network Area	No Objection
DBC - STRATEGIC PLANNING	No Objection
CRIME PREVENTION/ARCHITECTURAL OFFICER	No Objection
HERTS PROPERTY SERVICES	No Objection
DBC - NOISE POLLUTION & HOUSING	No Objection
REFUSE - CUPID GREEN DEPOT	No Objection
LEAD LOCAL FLOOD AUTHORITY	No Objection

The comments below are those which were received in response to re-consultation which was undertaken on 23/11/2018.

Affinity Water

No objection. Informative recommended.

Scientific Officer

No objection to the proposed development in relation to air quality and land contamination. Conditions and informatives recommended.

Environment Agency

No objection.

Growth and Infrastructure Officer

No objection.

Highway Authority

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to conditions.

Lead Local Flood Authority

Following the review of the Flood Note and Surface Water Management Strategy carried out by Cannon Consulting reference P282 dated September 2018, we can confirm we have no objection on flood risk grounds and advise the LPA that the proposed development site can be adequately drained and any potential existing surface water flood risk mitigated if carried out in accordance with the overall drainage strategy. Conditions recommended.

#### Strategic Planning

Various comments provided as discussed within this report.

#### Thames Water

No objection. Informatives provided.

The following comments are those which were received in response to the original consultation and where the consultees failed to respond to the above reconsultation.

#### Cupid Green

There should be sufficient storage for 10 x 1100ltr Eurobins for residual waste, 10 x 1100ltr Eurobins for recycling and 10 x 140ltr wheeled bins for food waste. There should be no steps between the storage area and the collection vehicle. Consideration should be given to the size and weight of the collection vehicle which is a 26t rigid freighter.

#### Design Out Crime Officer

No objection. Informatives recommended.

#### Herts Fire and Rescue

Fire hydrants required.

#### Minerals and Waste Team

Condition recommended in respect of securing a Site Waste Management Plan.

#### Strategic Housing

The proposal is acceptable in Affordable Housing Policy terms as its providing 100% affordable housing. We do not have any issues with the proposed units which comply with the Affordable Housing SPD requirement of 75% affordable rent/25% shared ownership.

#### Boxmoor Trust

No comments received.

Response to Re-Consultation on 23/11/2018

#### Affinity Water

No objection. Informative recommended.

#### Scientific Officer

No objection to the proposed development in relation to Air Quality and Land Contamination. Conditions and informatives recommended.

#### Environment Agency

Response dated 29/11/2018 referring to comments provided 27/07/2018.

#### Growth and Infrastructure Officer

Further to our response sent 16/04/2018, the Growth & Infrastructure Unit have no further comments to make. Original comment: Herts Property Services do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within Dacorum CIL Zone 3 and does not fall within any of the CIL Reg123 exclusions. Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.

#### Lead Local Flood Authority

Following the review of the Flood Note and Surface Water Management Strategy carried out by Cannon Consulting reference P282 dated September 2018, we can confirm we have no objection on flood risk grounds and advise the LPA that the proposed development site can be adequately drained and any potential existing surface water flood risk mitigated if carried out in accordance with the overall drainage strategy. Conditions recommended.

#### Strategic Planning

We do not wish to comment on the application. Please refer to previous comments and policies/guidance in the Local Plan as appropriate.

#### Thames Water

No objection. Informatives provided.

### **Appendix 2**

#### **Neighbour notification/site notice responses**

##### **Response to Original Consultation**

#### 25 WINIFRED ROAD, HEMEL HEMPSTEAD, HP3 9DX (Objects)

We object on the grounds that the traffic in London Road and the surrounding area is extremely busy already - how is the area going to cope with more vehicles particularly as there is another development off Durrants Hill Road. The building would be far too tall and would be overbearing - the proposal for 52 flats with 36 car parking spaces does not make sense at all. Most homes today have at least two cars so where are the cars going to park and the pollution levels would increase drastically. The Council needs to be considerate of the residents and the level of pollution particularly as vehicles sit at the traffic lights for about two and a half minutes before they change. With the development in Featherbed Lane there are no places in the primary school for pupils other than those on the Manor Estate so where are the children going to go to school. Even where I live you cannot get a place at the local Primary school. Notice about the application is very difficult to read - why?

#### 1 ORCHARD STREET, HEMEL HEMPSTEAD, HP3 9DT (Objects)

The infrastructure is not in place to support a development of this type. The roads are too busy, there is not enough parking and access to local schools is being affected negatively.

The views will be interrupted.

Why can green space just be left as green space. You don't have to fill EVERY gap.

The infrastructure in Apsley will not be able to cope with any more residential living spaces, it's bad enough as it is, simply unworkable

3 ORCHARD STREET, HEMEL HEMPSTEAD, HP3 9DT (Objects)

1. Totally out of keeping with existing cottages in Two Waters Road.
2. Will cause huge amounts of congestion at an already dangerous junction with Two Waters Road & London Road.
3. No further schools have been planned, existing schools grossly oversubscribed.
4. No further GP surgeries or hospitals planned.
5. Infrastructure cannot cope with existing traffic.
6. Building is an absolute eyesore and will spoil and blight the Moor and Canal, beautiful natural areas.
7. Pollution will be horrendous.
8. Emergency vehicle access is questionable.
9. Parking will spill over into Two Waters Road, already congested as it is with non-residents vehicles.
10. APSLEY IS FULL AND CANNOT TAKE ANY MORE BUILDINGS OR PEOPLE!!! WHEN WILL DBC REALISE THIS, STOP IT NOW!!!

10 MILLBANK, HEMEL HEMPSTEAD, HP3 9RN (Objects)

8 KING EDWARD STREET, HEMEL HEMPSTEAD, HP3 0AE (Objects)

13 SLEETS END, HEMEL HEMPSTEAD, HP1 3JA (Objects)

47 HIGH RIDGE ROAD, HEMEL HEMPSTEAD, HP3 0AU (Objects)

81 DUNLIN ROAD, HEMEL HEMPSTEAD, HP2 6LX (Objects)

Insufficient parking spaces proposed. Planned building out of character for the location.

6 KENTS AVENUE, HEMEL HEMPSTEAD, HP3 9SW (Objects)

The roads and parking in Apsley can't cope with any more developments so until that changes I don't believe any more dwellings should be built!

11 POND ROAD, HEMEL HEMPSTEAD, HP3 8BA (Objects)

125 EBBERNS ROAD, HEMEL HEMPSTEAD, HP3 9QS (Objects)

Policing is minimal, doctors rooms are bursting at the seams, no traffic control what so ever.

The high street is falling apart. And you want to add hundreds more people and cars.

14 ROUGHDOWN AVENUE, HEMEL HEMPSTEAD, HP3 9BH (Objects) This apartment block would be out of character for the area, too obtrusive to the cottages already there and the local roads are already grid locked at peak times and often at other times too.

477 LONDON ROAD, HEMEL HEMPSTEAD, HP3 9BE (Objects)

THE COPIARY, 5C CATLIN STREET, HEMEL HEMPSTEAD, HP3 9AU (Objects)

I strongly object to this development on the grounds that it is way too tall and would overpower the canal and surrounding land with its height. It would also impact the privacy of the cottages. It does not reflect the guidance in the two waters regeneration policy for the area and would be detrimental to the visual look of the streetscape. There are also not enough car parking spaces for the number of flats proposed and with the recent changes to parking along the London road and surrounding streets there would be nowhere for additional parking. Finally the additional traffic that this development would cause on the London Road and two waters junction would be horrendous. The infrastructure of the surrounding roads is inadequate to cope with the existing traffic and you can witness gridlock here every weekend and during rush hour in the week. Until a solution is found to this then the addition of high density housing to the area will make the existing issues far worse.

97 WEYMOUTH STREET, HEMEL HEMPSTEAD, HP3 9SJ (Objects)

As a resident of Apsley, I would like the following comments noted...

I am concerned the building is too high and not in keeping with the cottages behind it, the moor in front or the K2 restaurant next door. It will become yet another eyesore on the skyline. New developments should improve the look of the area.

52 apartments will increase congestion in an already terribly congested part of Hemel. The traffic on the main road puts pressure on the adjacent roads which are already dangerous to drive through. Lets not forget the new approved developments on Durrants Hill and the one in progress by the Papermill - both of which are an unknown entity in terms of impact on traffic.

Another attempt to rip any last snippets of heart and soul out of our community. Who is considering the quality of life of those that already reside here?

83 PULLER ROAD, HEMEL HEMPSTEAD, HP1 1QN (Objects)

I'd like to protest at the proposal as this is totally out of keeping with the Boxmoor/London Road area. Just because there will be an eyesore diagonally opposite along with a storage warehouse and retail unit DOES NOT mean that new properties should be built so high, with so many apartments, very few of which will be 'affordable' and with inadequate parking. Anyone who regularly uses the surrounding infrastructure will be aware that these roads just CANNOT cope with any more traffic. The slightest road problem - A41 closed in KL, Lawn Lane closed, Lawn Lane/Durrants Hill roadworks etc have all recently caused chaos. Along with the problem of no hospital, A&E, local school spaces, we just can't cope with additional properties with no improved infrastructure. This area regularly floods and will not be helped by additional building.

349 LONDON ROAD, HEMEL HEMPSTEAD, HP3 9AL (Objects)

Why are the planning office intent on turning this area into a concrete jungle! We already now have a derelict building on Whiteleaf road which will become an eyesore! Now there is consideration being given to "another" tower block, 8 storey is too high. What is the point of the Two Waters consultation recommending no more than 4 storeys and approving 5! Once again no consideration given for the additional traffic that will be generated. London Road at that junction is already at a standstill at the weekend! This proposed building would be completely out of keeping with its surroundings!

15 HEATH PARK HOUSE, COTTERELLS, HEMEL HEMPSTEAD, HP1 1HZ (Objects)

The building is too dense in terms of potential occupation and automotive levels. The areas master plan calls for building to be no more than 4 stories, this application exceeds that and is in an area of low rise housing. Also car park limits are too small given the occupancy levels and access onto busy nearby main roads will be hampered for existing dwellings by this development.

#### 20 CHARLESWORTH CLOSE, HEMEL HEMPSTEAD, HP3 9EW (Objects)

There are local houses that would be completely drowned out by a building such a size. Road access and congestion in that area is incredibly difficult already. There is no school capacity already in that area of town with Apsley predicted to be 43 school places short for reception in a couple of years. Where would any children go to school?

A smaller development such as terraced housing would be more suitable for the area.

#### 97 ST JOHNS ROAD, HEMEL HEMPSTEAD, HP1 1QG (Objects)

I object to this plan as 52 new dwellings on a road that is already heavily congested will have a negative impact on traffic levels and road safety on a road I use frequently. The height of the planned development is not in keeping with the area which should be three storey at most. More than three storey not only affects the local area's visual impact but will have a far reaching affect for people using the moor, commons and woodland walks. The river and canal near this site is an important for local wildlife and more traffic and a higher density of population here may adversely affect the area and the enjoyment of walkers and cyclists using the area. The increase in traffic pollution will make the moor opposite have a poorer air quality for the grazing animals.

#### 34 STRATFORD WAY, HEMEL HEMPSTEAD, HP3 9AS (Objects)

This building is too high for the surrounding area and dwarf the local character cottages that have been there for a century. Also the impact of the additional traffic entering the London road on an already overloaded junction will be catastrophic. Finally the style of the building does not match the surrounding buildings and will look totally out of place.

#### 12 TWO WATERS ROAD, HEMEL HEMPSTEAD, HP3 9BZ (Objects)

Regarding the planning application 4/00834/18/MFA at Two Waters Road. Thrive Homes are not satisfied with a 5 storey eye sore but want to raise this to eight stories. I quote from your TWO WATERS STRATEGIC FRAMEWORK. FINAL REPORT NOV 2015. 'Building heights along the Two Waters Road could be lower than that suggested at the workshop (i.e. 5-6 storeys) as development should not over-shadow the canal and not be too overpowering.' This report talks about an open green environment that should take into consideration the existing buildings. In Two Waters Road and that corner of London Road the buildings are in the main 2 storey flint and brick character cottages. The design, appearance and type of materials to be used on this construction, cement, steel, glass are completely out of character with the surrounding area and the vision of a pleasant green space and entrance to Hemel town.

The Kodak tower has always been an eyesore and a VISUAL INTRUSION at the gateway to Hemel but it is at least in town. An eight storey slab casting a shadow over the Apsley triangle and the Boxmoor Trust open spaces is completely out of character and will certainly be a VISUAL INTRUSION to people trying to live in and enjoy those open spaces. There will also be a considerable loss of light to those areas.

ADEQUACY OF PARKING/TURNING. The residents of Two Waters Road have finally got allocated parking. We are no longer are used as a car park for local businesses, railway users and construction works parking up to get into minibuses to go into London. The view that everyone in the proposed Symbo tower and Thrive home development will only need one parking space because they will walk or use bicycles to get around, and have no friends visiting, is a utopian dream with a poor perception of reality. When this development was proposed I asked how this would effect residents parking. I was given an assurance that the allocated parking was decided on the number of dwelling in the road and the new build would not be allowed to use our parking spaces. How is this going to be enforced? Or is that promise going to renege on once the building has residents and they have no ware to park their 2nd car or their visitors.



TRAFFIC CONJESTION? TURNING. It is already extremely hazardous trying to turn out of Two Waters Road due to the volume of traffic and the McDonalds/Staples area opposite. The number of impact or near miss incidents in that location is high from those that I have witnessed. Since you have already agreed 36x 1,2 &3 bedroom apartments that means the addition of at least 36 new vehicles in reality probably at least a 100. How can road safety justify that number let alone adding another 3 stories of dwellings.

The full impact of the development up the Manor estate has not be realised yet and we have the enormous Symbo Tower yet to come. The London Road is already at a standstill a lot of the time and the air quality is appalling. What controls are you putting in place to address the adverse health issues being increased by this manic need to overdevelop areas already congested. I was under the impression that government strategy is supposed to be improving air quality by reducing car emissions. How about a quick and simple short term strategy of reducing the amount of congestion.

POLLUTION. You have done studies to address the ground and water pollution issues. These are all based on IF this is done or that is done. Bottom Line. This area has an extremely high water table and is designated at risk of flooding by the environment agency. The area was designated as contaminated ground after Hewden Hire and the water courses were effected by their underground storage tanks that leaked. There has already be considerable damage to the environment in that area. To build on that site there will have to be piledriving to support the building. Large earth works in that area could have an unintentional altering of the underground water courses which could lead to increased risk of flooding and the potential for pollution of the rivers and streams. The area is not called Two Waters for nothing. The higher you go the greater the disturbance.

Your environmental study addresses the impact on wildlife and protected species but only in the areas designated for the new build. There is a considerable diverse wildlife that frequencities the Apsley Triangle which will be disturbed by the build in close proximity. We have had nesting bats there and also kingfishers flying up and down the canal overspill which runs between the cottages and the Hemel Food garden and down into the fishing lakes.

Your plans constantly talk about the supporting concrete retaining wall supporting Two Waters Road which has one level of the new build out of sight. I would like to point out that the retaining wall is supporting Two Waters Way, the houses in Two Waters road are at the same level and two Waters Way runs at the level of our upstairs windows. Whereas at 5 stories with the large mature trees left in situe we will retain most of our privacy with 8 storeys, trees or no trees our privacy will be lost.

I find it difficult to comprehend how there is a justification for 5 storeys but there is NO justification whatsoever for 8 storeys.

I would appreciate your response to these issues.

9 TWO WATERS ROAD, HEMEL HEMPSTEAD, HP3 9BZ (Objects)

With regard to the above planning proposal in Two Waters Road.

I would like my objections and comments noted and put on record.

The Developers have already had a 5 storey building approved which will:

Dwarf existing buildings in the road and is overbearing.

Totally out of keeping with the historic buildings in the road.

Loss of light to buildings opposite.

Add more difficulties to getting out of the road.

Parking will undoubtedly overflow into the limited residents spaces in the road.

In addition to all of the above, the pure and utter greed of Thrive Homes they now want an 8 storey development which will doubly impact on the points above.

18 LOMOND ROAD, HEMEL HEMPSTEAD, HP2 6PA (Objects)

### **Response to Re-Consultation on 23/11/2018**

18 LOMOND ROAD, HEMEL HEMPSTEAD, HP2 6PA (Objects)

This Application has gone from 32 Apartments to 52 Apartments and now down to 39 Apartments, (although the letter I received still states 52 Apartments). When I queried the number of Apartments I was informed the Application is for 39. As 36 Apartments have already been approved, I have no doubt that 39 will also be approved. The Application for 52 Apartments appears to have been withdrawn, although the plans are still listed in the application and there is no guarantee that this will not be resubmitted in the future.

The Transport Statement for the development states that "there is a negligible impact associated with the traffic proposed to be generated by the development". As anybody who uses the London Road knows, this is an absolute nonsense! The Transport Statement also suggests people will walk or cycle instead of using their cars! I believe the development of 36 flats should never have been approved in the first place, this area of Apsley already has approval for a 16 storey building, along with other developments which have already been finished. Hewden Hire's development whether for 36 or 39 Apartments is only going to add to an already overstretched and overburdened infrastructure which can only cause misery for surrounding residents and public road users alike.

Following on from my previous comments. To add 3 additional flats has added a whole floor to the development which will have increased the height of the development by approximately 3 metres. This will now be a 6 storey development as opposed to the 5 storey's which had been approved and will have a detrimental effect on the surroundings.

This is purely to maximise the profits for the developer, without consideration for the local residents and is unbelievable and unacceptable that this is actually even being considered.

24 KINGSLAND ROAD, HEMEL HEMPSTEAD, HP1 1QE (Objects)

This building would not be in keeping with the surrounding area, particularly overlooking the moor. Traffic congestion in the area is already bad, so this would add to the problem. Insufficient parking spaces incorporated into the development would put more pressure on local streets too. Adding more dwellings here could choke businesses in Apsley if customers can't get to them because of congestion.

THE COPIARY, 5C CATLIN STREET, HEMEL HEMPSTEAD, HP3 9AU (Objects)

I strongly object to this development on the grounds that it is too high and does not contribute positively to the streetscape and does not fit in with the design of nearby buildings. In addition there is not sufficient parking allocated to this number of flats. Finally the impact of the additional traffic caused by this development would be huge. The London road is already badly congested and the cars are often at a standstill in both directions right up to the traffic lights. This causes pollution and would make it very difficult to turn in or out of the access road to and from the location. The infrastructure of the roads does not support a development of this scale in this location.

125 EBBERNS ROAD, HEMEL HEMPSTEAD, HP3 9QS (Objects)

Apsley and the surrounding areas are already gridlocked on a daily basis and this is before the 180-odd apartments that will be built on Frogmore Road. The existing infrastructure around Two Waters Road isn't fit for purpose let alone with additional traffic.

An eight storey building is totally out of character with the area. Also not enough parking - only 70% of flats will have parking which is ludicrous when the majority of the units will be two and three bedrooms and therefore likely to be more than one car per household.

Please please stop cramming in more homes without updating the roads (Durrants Hill is a nightmare) etc

## Objections

Address	Comments
12 TWO WATERS ROAD,HEMEL HEMPSTEAD,,HP3 9BZ	<p>Regarding the planning application 4/00834/18/MFA at Two Waters Road. Thrive Homes are not satisfied with a 5 storey eye sore but want to raise this to eight stories. I quote from your TWO WATERS STRATEGIC FRAMEWORK. FINAL REPORT NOV 2015. ' Building heights along the Two Waters Road could be lower than that suggested at the workshop (i.e. 5-6 storeys) as development should not over-shadow the canal and not be too overpowering.' This report talks about an open green environment that should take into consideration the existing buildings. In Two Waters Road and that corner of London Road the buildings are in the main 2 storey flint and brick character cottages. The design, appearance and type of materials to be used on this construction, cement, steel, glass are completely out of character with the surrounding area and the vision of a pleasant green space and entrance to Hemel town.</p> <p>The Kodak tower has always been an eyesore and a VISUAL INTRUSION at the gateway to Hemel but it is at least in town. An eight storey slab casting a shadow over the Apsley triangle and the Boxmoor Trust open spaces is completely out of character and will certainly be a VISUAL INTRUSION to people trying to live in and enjoy those open spaces. There will also be a considerable loss of light to those areas.</p> <p>ADEQUACY OF PARKING/TURNING. The residents of Two Waters Road have finally got allocated parking. We are no longer used as a car park for local businesses, railway users and construction works parking up to get into minibuses to go into London. The view that everyone in the proposed Symbo tower and Thrive home development will only need one parking space because they will walk or use bicycles to get around, and have no friends visiting, is a utopian dream with a poor perception of reality. When this development was proposed I asked how this would effect residents parking. I was given an assurance that the allocated parking was decided on the number of dwelling in the road and the new build would not be allowed to use our parking spaces. How is this going to be enforced? Or is that promise going to renege on once the building has residents and they have no ware to park their 2nd car or their visitors.</p> <p>TRAFFIC CONJESTION?TURNING. It is already extremely hazardous trying to turn out of Two Waters Road due to the volume of traffic and the McDonalds/Staples area opposite. The number of impact or near miss incidents in that location is</p>

	<p>high from those that I have witnessed. Since you have already agreed 36x 1,2 &amp;3 bedroom apartments that means the addition of at least 36 new vehicles in reality probably at least a 100. How can road safety justify that number let alone adding another 3 stories of dwellings.</p> <p>The full impact of the development up the Manor estate has not be realised yet and we have the enormous Symbo Tower yet to come. The London Road is already at a standstill a lot of the time and the air quality is appalling. What controls are you putting in place to address the adverse health issues being increased by this manic need to overdevelop areas already congested. I was under the impression that government strategy is supposed to be improving air quality by reducing car emissions. How about a quick and simple short term strategy of reducing the amount of congestion.</p> <p>POLLUTION. You have done studies to address the ground and water pollution issues. These are all based on IF this is done or that is done. Bottom Line. This area has an extremely high water table and is designated at risk of flooding by the environment agency. The area was designated as contaminated ground after Hewden Hire and the water courses were effected by their underground storage tanks that leaked. There has already be considerable damage to the environment in that area. To build on that site there will have to be piledriving to support the building. Large earth works in that area could have an unintentional altering of the underground water courses which could lead to increased risk of flooding and the potential for pollution of the rivers and streams. The area is not called Two Waters for nothing. The higher you go the greater the disturbance.</p> <p>Your environmental study addresses the impact on wildlife and protected species but only in the areas designated for the new build. There is a considerable diverse wildlife that frequencies the Apsley Triangle which will be disturbed by the build in close proximity. We have had nesting bats there and also kingfishers flying up and down the canal overspill which runs between the cottages and the Hemel Food garden and down into the fishing lakes.</p> <p>Your plans constantly talk about the supporting concrete retaining wall supporting Two Waters Road which has one level of the new build out of sight. I would like to point out that the retaining wall is supporting Two Waters Way, the houses in Two Waters road are at the same level and two Waters Way runs at the level of our upstairs windows. Where as at 5 stories with the large mature trees left in situe we will retain most of our privacy with 8 storeys, trees or no trees our privacy will be lost.</p> <p>I find it difficult to comprehend how there is a justification for 5 storeys but there is NO justification whatsoever for 8 storeys. I would appreciate your response to these issues.</p>
<p>9 TWO WATERS ROAD,HEMEL HEMPSTEAD,,HP3 9BZ</p>	<p>With regard to the above planning proposal in Two Waters Road.</p> <p>I would like my objections and comments noted and put on record.</p>

	<p>The Developers have already had a 5 storey building approved which will:  Dwarf existing buildings in the road and is overbearing.  Totally out of keeping with the historic buildings in the road.  Loss of light to buildings opposite.  Add more difficulties to getting out of the road.  Parking will undoubtedly overflow into the limited residents spaces in the road.</p> <p>In addition to all of the above, the pure and utter greed of Thrive Homes they now want an 8 storey development which will doubly impact on the points above.</p>
<p>10 ALSTON ROAD,HEMEL HEMPSTEAD,,,HP1 1QU</p>	<p>This new application represents an over-development of the site and does not accord with the constraints set out in the (draft) Two Waters Local Plan. As proposed, the development will dominate its surroundings including the stretch of Moor to the west of the main road to the detriment of the last remnants of a rural aspect to the southern approach to Hemel Hempstead.</p> <p>I would like to the proposed monstrosity of yet another possible eyesore in Hemel Hempstead. This proposal is not in keeping with the area as it is far too high. Traffic problems, already horrendous would be magnified. Please reject the proposal - Dacorum used to be a lovely place to live and still can be if it is not absorbed by tall flat blocks.</p>
<p>18 LOMOND ROAD,HEMEL HEMPSTEAD,,,HP2 6PA</p>	<p>This development has gone from approved 5-storeys 36 flats to excessive, overbearing 8-storeys 52 flats with only parking for 36 vehicles - pure greed of Developer. Most properties have 2 cars, parking will overflow into Two Waters Road causing friction with Residents. Completely dominates and overpower existing properties. Cottages in this road are historic and beautiful-this building is totally out of keeping with the history of Two Waters Road. To quote Prince Charles "what is proposed is like a monstrous carbuncle on the face of a much-loved and elegant friend." . No regard paid to already congested London Road. What traffic measures are proposed? Council totally destroying beautiful town with over development and creating horrendous traffic problems. Infrastructure already under pressure, Hospitals, Doctors overstretched, Schools closing. Already approved 16 storey block of flats next to Aldi that, along with Aldi store and flats built in Apsley, constitutes over development</p>
<p>34 STRATFORD WAY,HEMEL HEMPSTEAD,,,HP3 9AS</p>	<p>This building is too high for the surrounding area and dwarf the local character cottages that have been the for a century. Also the impact of the additional traffic entering the London road on an already overloaded junction will be catastrophic. Finally the style of the building does not match the surrounding buildings and will look totally out of place.</p>
<p>THE COPIARY,5C CATLIN STREET,HEMEL HEMPSTEAD,,,HP3 9AU</p>	<p>I strongly object to this development on the grounds that it is way too tall and would overpower the canal and surrounding land with its height. It would also impact the privacy of the cottages. It does not reflect the guidance in the two waters</p>

	<p>regeneration policy for the area and would be detrimental to the visual look of the streetscape. There are also not enough car parking spaces for the number of flats proposed and with the recent changes to parking along the London road and surrounding streets there would be nowhere for additional parking. Finally the additional traffic that this development would cause on the London Road and two waters junction would be horrendous. The infrastructure of the surrounding roads is inadequate to cope with the existing traffic and you can witness gridlock here every weekend and during rush hour in the week. Until a solution is found to this then the addition of high density housing to the area will make the existing issues far worse.</p>
<p>97 WEYMOUTH STREET,HEMEL HEMPSTEAD,,,HP3 9SJ</p>	<p>As a resident of Apsley, I would like the following comments noted...</p> <p>I am concerned the building is too high and not in keeping with the cottages behind it, the moor in front or the K2 restaurant next door. It will become yet another eyesore on the skyline. New developments should improve the look of the area.</p> <p>52 apartments will increase congestion in an already terribly congested part of Hemel. The traffic on the main road puts pressure on the adjacent roads which are already dangerous to drive through. Lets not forget the new approved developments on Durrants Hill and the one in progress by the Papermill - both of which are an unknown entity in terms of impact on traffic.</p> <p>Another attempt to rip any last snippets of heart and soul out of our community. Who is considering the quality of life of those that already reside here?</p>
<p>83 PULLER ROAD,HEMEL HEMPSTEAD,,,HP1 1QN</p>	<p>I'd like to protest at the proposal as this is totally out of keeping with the Boxmoor/London Road area. Just because there will be an eyesore diagonally opposite along with a storage warehouse and retail unit DOES NOT mean that new properties should be built so high, with so many apartments, very few of which will be 'affordable' and with inadequate parking. Anyone who regularly uses the surrounding infrastructure will be aware that these roads just CANNOT cope with any more traffic. The slightest road problem - A41 closed in KL, Lawn Lane closed, Lawn Lane/Durrants Hill roadworks etc have all recently caused chaos. Along with the problem of no hospital, A&amp;E, local school spaces, we just can't cope with additional properties with no improved infrastructure. This area regularly floods and will not be helped by additional building.</p>
<p>349 LONDON ROAD,HEMEL HEMPSTEAD,,,HP3 9AL</p>	<p>Why are the planning office intent on turning this area into a concrete jungle! We already now have a derelict building on Whiteleaf road which will become an eyesore! Now there is consideration being given to "another" tower block, 8 storey is too high. What is the point of the Two Waters consultation recommending no more than 4 storeys and approving 5! Once again no consideration given for the additional traffic that will be generated. London Road at that junction is already at a</p>

	standstill at the weekend! This proposed building would be completely out of keeping with its surroundings!
15 HEATH PARK HOUSE,COTTERELLS,HEMEL HEMPSTEAD,,HP1 1HZ	The building is too dense in terms of potential occupation and automotive levels. The areas master plan calls for building to be no more than 4 stories, this application exceeds that and is in an area of low rise housing. Also car park limits are too small given the occupancy levels and access onto busy nearby main roads will be hampered for existing dwellings by this development.
20 CHARLESWORTH CLOSE,HEMEL HEMPSTEAD,,,HP3 9EW	There are local houses that would be completely drowned out by a building such a size. Road access and congestion in that area is incredibly difficult already. There is no school capacity already in that area of town with Apsley predicted to be 43 school places short for reception in a couple of years. Where would any children go to school? A smaller development such as terraced housing would be more suitable for the area.
97 ST JOHNS ROAD,HEMEL HEMPSTEAD,,,HP1 1QG	I object to this plan as 52 new dwellings on a road that is already heavily congested will have a negative impact on traffic levels and road safety on a road I use frequently. The height of the planned development is not in keeping with the area which should be three storey at most. More than three storey not only affects the local area's visual impact but will have a far reaching affect for people using the moor, commons and woodland walks. The river and canal near this site is an important for local wildlife and more traffic and a higher density of population here may adversely affect the area and the enjoyment of walkers and cyclists using the area. The increase in traffic pollution will make the moor opposite have a poorer air quality for the grazing animals.
477 LONDON ROAD,HEMEL HEMPSTEAD,,,HP3 9BE	No hospital , GP Surgery's that can not cope , local Schools oversubscribed , Crime on the up , need I say more !! Dacorum Borough Councils consultations complete waste of time. The proposed building is totally out of character. London road is already at a standstill so any added traffic will just make the road more hazardous. Did DBC not learn anything from a fire in a tower block in London that resulted in a loss of life . Nothing more than a developer making huge profit , absolutely no benefit to the local community.
3 ORCHARD STREET,HEMEL HEMPSTEAD,,,HP3 9DT	1. Totally out of keeping with existing cottages in Two Waters Road. 2. Will cause huge amounts of congestion at an already dangerous junction with Two Waters Road & London Road. 3. No further schools have been planned, existing schools grossly oversubscribed. 4. No further GP surgeries or hospitals planned. 5. Infrastructure cannot cope with existing traffic. 6. Building is an absolute eyesore and will spoil and blight the Moor and Canal, beautiful natural areas. 7. Pollution will be horrendous. 8. Emergency vehicle access is questionable. 9. Parking will spill over into Two Waters Road, already congested as it is with non-residents vehicles.

	10. APSLEY IS FULL AND CANNOT TAKE ANY MORE BUILDINGS OR PEOPLE!!! WHEN WILL DBC REALISE THIS, STOP IT NOW!!!
10 MILLBANK,HEMEL HEMPSTEAD,,,HP3 9RN	Infrastructure around this area does not have the capacity to absorb any more residential building. Apsley is overcrowded and the roads are becoming impassable
8 KING EDWARD STREET,HEMEL HEMPSTEAD,,,HP3 0AE	Apsley is now over developed . Traffic is at a standstill on weekends and during peak times.in addition there have been little no improvements to the infrastructure in the village to accommodate the rate of development e.g. school , drs etc., the plans place an unnecessary burden on the transport , parking and infrastructure in and are ind the village
13 SLEETS END,HEMEL HEMPSTEAD,,,HP1 3JA	Apsley is already full to capacity and very few reception school child who live in this area revived school places of choice forcing the to travel across town for school therefore adding more traffic. The retail parks are already attracting enough customers to bring the area to a standstill most days. Build schools and a hospital that can cope with demand before building more flats with little outside space for children to play.
47 HIGH RIDGE ROAD,HEMEL HEMPSTEAD,,,HP3 0AU	As a resident of the Manor Estate in Apsley I cannot see how the infrastructure can cope with an increase of people and cars. London Road is always busy and frequently at a standstill. Apsley has become far too congested as it is without added burdens to road and services.
81 DUNLIN ROAD,HEMEL HEMPSTEAD,,,HP2 6LX	Insufficient parking spaces proposed. Planned building out of character for the location.
6 KENTS AVENUE,HEMEL HEMPSTEAD,,,HP3 9SW	The roads and parking in Apsley can't cope with any more developments so until that changes I don't believe any more dwellings should be built!
11 POND ROAD,HEMEL HEMPSTEAD,,,HP3 8BA	I strongly object to ANOTHER building around this area, traffic is at a standstill, how can 52 more flats be built, there are no spaces in schools, doctors, Apsley is full, just because it's near the canal all people think of is money, what about the lives of people who live here!
125 EBBERNS ROAD,HEMEL HEMPSTEAD,,,HP3 9QS	When will DBC realise that we need major investment to improve existing infrastructure. Apsley and surrounding areas are full - traffic is a nightmare and there are already 100s of houses planned for the area
47 STOREY STREET,HEMEL HEMPSTEAD,,,HP3 9SG	The traffic in Apsley is horrific how can you possibly consider 52 more more flats and half the amount of parking provisions? The schools in the area are busting at the seams because the schools cannot take on the volume of children, my son has been given a school that is a completely different village three miles away. We don't have have a local hospital and the stress on the local community with parking is unbelievable.
30 DICKINSON QUAY,HEMEL HEMPSTEAD,,,HP3 9WQ	The area cannot cope with the volume of addition people and vehicles. There is no infrastructure to support it, the station is overly full every morning with not enough space in trains, less buses, Policing is minimal, doctors rooms are bursting at the seams, no traffic control what so ever. The high street is falling apart. And you want to add hundreds more people and cars
14 ROUGHDOWN	This apartment block would be out of character for the area, to



AVENUE,HEMEL HEMPSTEAD,,,HP3 9BH	obtrusive to the cottages already there and the local roads are already grid locked at peak times and often at other times too.
1 ORCHARD STREET,HEMEL HEMPSTEAD,,,HP3 9DT	The infrastructure is not in place to support a development of this type. The roads are too busy, there is not enough parking and access to local schools is being affected negatively. The views will be interrupted. Why can green space just be left as green space. You don't have to fill EVERY gap.
1 ORCHARD STREET,HEMEL HEMPSTEAD,,,HP3 9DT	The infrastructure in Apsley will not be able to cope with any more residential living spaces, it's bad enough as it is, simply unworkable
25 WINIFRED ROAD,HEMEL HEMPSTEAD,,,HP3 9DX	We object on the grounds that the traffic in London Road and the surrounding area is extremely busy already - how is the area going to cope with more vehicles particularly as there is another development off Durrants Hill Road. The building would be far too tall and would be overbearing - the proposal for 52 flats with 36 car parking spaces does not make sense at all. Most homes today have at least two cars so where are the cars going to park and the pollution levels would increase drastically. The Council needs to be considerate of the residents and the level of pollution particularly as vehicles sit at the traffic lights for about two and a half minutes before they change. With the development in Featherbed Lane there are no places in the primary school for pupils other than those on the Manor Estate so where are the children going to go to school. Even where I live you cannot get a place at the local Primary school. Notice about the application is very difficult to read - why?
THE COPIARY,5C CATLIN STREET,HEMEL HEMPSTEAD,,,HP3 9AU	I strongly object to this development on the grounds that it is too high and does not contribute positively to the streetscape and does not fit in with the design of nearby buildings. In addition there is not sufficient parking allocated to this number of flats. Finally the impact of the additional traffic caused by this development would be huge. The London road is already badly congested and the cars are often at a standstill in both directions right up to the traffic lights. This causes pollution and would make it very difficult to turn in or out of the access road to and from the location. The infrastructure of the roads does not support a development of this scale in this location.
125 EBBERNS ROAD,HEMEL HEMPSTEAD,,,HP3 9QS	Apsley and the surrounding areas are already gridlocked on a daily basis and this is before the 180-odd apartments that will be built on Frogmore Road. The existing infrastructure around Two Waters Road isn't fit for purpose let alone with additional traffic. An eight storey building is totally out of character with the area. Also not enough parking - only 70% of flats will have parking which is ludicrous when the majority of the units will be two and three bedrooms and therefore likely to be more than one car per household. Please please stop cramming in more homes without updating the roads (Durrants Hill is a nightmare) etc
24 KINGSLAND ROAD,HEMEL HEMPSTEAD,,,HP1 1QE	This building would not be in keeping with the surrounding area, particularly overlooking the moor. Traffic congestion in the area is already bad, so this would add to the problem. Insufficient parking spaces incorporated into the development would put more pressure on local streets too. Adding more

	<p>dwellings here could choke businesses in Apsley if customers can't get to them because of congestion.</p>
<p>18 LOMOND ROAD,HEMEL HEMPSTEAD,,HP2 6PA</p>	<p>This Application has gone from 32 Apartments to 52 Apartments and now down to 39 Apartments, (although the letter I received still states 52 Apartments). When I queried the number of Apartments I was informed the Application is for 39. As 36 Apartments have already been approved, I have no doubt that 39 will also be approved. The Application for 52 Apartments appears to have been withdrawn, although the plans are still listed in the application and there is no guarantee that this will not be resubmitted in the future. The Transport Statement for the development states that "there is a negligible impact associated with the traffic proposed to be generated by the development". As anybody who uses the London Road knows, this is an absolute nonsense! The Transport Statement also suggests people will walk or cycle instead of using their cars! I believe the development of 36 flats should never have been approved in the first place, this area of Apsley already has approval for a 16 storey building, along with other developments which have already been finished. Hewden Hire's development whether for 36 or 39 Apartments is only going to add to an already overstretched and overburdened infrastructure which can only cause misery for surrounding residents and public road users alike.</p>
<p>18 LOMOND ROAD,HEMEL HEMPSTEAD,,HP2 6PA</p>	<p>Following on from my previous comments. To add 3 additional flats has added a whole floor to the development which will have increased the height of the development by approximately 3 metres. This will now be a 6 storey development as opposed to the 5 storey's which had been approved and will have a detrimental effect on the surroundings.</p> <p>This is purely to maximise the profits for the developer, without consideration for the local residents and is unbelievable and unacceptable that this is actually even being considered.</p>

**Supporting**

Address	Comments
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**Commenting**

Address	Comments
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