

4/02925/18/MFA	DEMOLITION OF EXISTING GARAGES AND CONSTRUCTION OF 9 FLATS WITH ASSOCIATED PARKING AND LANDSCAPING
Site Address	LAND ADJ TO, EPPING GREEN, HEMEL HEMPSTEAD, HP2
Applicant	Four Daughters Estates Ltd.
Case Officer	Jason Seed
Referral to Committee	The application has been called-in by Cllr Wyatt-Lowe on the grounds of over-development and not in-keeping with the existing street scene.

1. Recommendation

1.1 That planning permission be **GRANTED** subject to the conditions which are recommended at the end of this report.

2. Summary

2.1 The application proposes the demolition of existing garages and the construction of 9 flats with associated parking and landscaping. The development meets with all of the Council's relevant standards in respect of amenity provision, parking and impact upon neighbours and is considered to be policy compliant as discussed within this report.

3. Site Description

3.1 The application site comprises of a rectangular plot containing several existing single-storey garage blocks located at the end of the Epping Green cul-de-sac.

3.2 The site is surrounded by predominantly 2 and 3 storey residential development although is located to the immediate north of Holtsmere End Junior School.

3.3 The site is subject to the following planning constraints: Former Land Use, CIL 3.

3.4 It is further noted that there is a tree covered by a Tree Preservation Order situated to the immediate south of the site boundary, and the area to the south is also covered by the Open Land designation.

4. Relevant Planning History

4.1 None.

5. Policies

5.1 National Policy Guidance

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

5.2 Adopted Core Strategy

NP1, CS4, CS8, CS9, CS11, CS12, CS17, CS18, CS29, CS31, CS32, CS35.

5.3 Saved Policies of the Dacorum Borough Local Plan (DBLP)

10, 12, 13, 18, 21, 51, 55, 62, 99, 100, 116, 129.

6. Constraints

- 15.2m Air Dir Limit
- Former Land Use
- CIL3

7. Representations

Consultation Responses

7.1 These are reproduced in full at Appendix 1

Neighbour Notification / Site Notice Responses

7.2 These are reproduced in full at Appendix 2

8. Considerations

Main Issues

8.1 The main issues to consider are:

- Policy and Principle of the Development;
- Design and Density;
- Impact on the Street Scene and Character of the Area;
- Internal Environment;
- Impact upon Neighbouring Properties;
- Access and Impact on Highway Safety / Parking Provision;
- Amenity Provision;
- Impact on Open land Designation;
- Refuse Storage, Collection and Servicing;
- Land Contamination;
- Trees and Landscaping;
- Drainage;
- Sustainability, and;
- Developer Contributions.

Policy and Principle of the Development

8.2 Policy CS1 of the Core Strategy states that the market towns and large villages will accommodate new development for housing provided that it is of a scale commensurate with the size of the settlement and the range of local services and facilities, helps

maintain the vitality and viability of the settlement and the surrounding countryside and causes no damage to the existing character of the settlement or its adjoining countryside.

8.3 Furthermore, Policy CS4 states that in the Borough's towns, residential areas appropriate residential development is encouraged.

8.4 It is therefore considered that the principle of the development is acceptable, subject to the satisfactory addressing of other material planning considerations.

Design and Density

8.5 The footprint of the proposed flats is proposed to be located within the westernmost portion of the site, with the principle elevation of the new building fronting Epping Green to the immediate north. Vehicular parking is proposed to be located to the immediate east of the new flats and is to be accessed independently of the new pedestrian footpath which is to be situated between the flats and the parking area. The main building is set within a proposed landscaped amenity area.

8.6 The design of the flats is considered to be simplistic yet aesthetically acceptable. The perception of the overall scale of the building is reduced due to the introduction of a set-back at the western end of the structure's third floor. The remainder of the building is of three storeys which contains well-balanced and proportioned fenestration on all floors.

8.7 The proposed materials comprise single ply roofing, grey aluminium timber composite windows, aluminium timber composite doors and grey aluminium rainwater goods. The walls will be constructed of red multi-stock / contrast bands. It is considered that these materials will result in an aesthetic enhancement of the site.

8.8 With regards to density, both local and national planning policies emphasise the need to optimise the use of urban land.

8.9 The proposed density of the site is 93.75 dph. It is therefore considered that the proposed density and overall design is acceptable in meeting these objectives whilst not fundamentally and / or adversely impacting upon the character of the area. These matters are assessed further in the following section of this report.

Impact on the Street Scene and Character of the Area

8.10 Policy CS12 of the Core Strategy states that on each site, development should integrate with the streetscape character. Furthermore, Policy CS11 states that within settlements and neighbourhoods, development should respect the typical density intended in an area and enhance spaces between buildings and general character.

8.11 Saved Policy 21 of the DBLP states that careful consideration will be given to the density of all new housing proposals to ensure that they make the most efficient use of the land available. Densities will generally be expected to be in the range of 30 to 50 dwellings per hectare net. Housing proposals will not be permitted if the density of the scheme would adversely affect the amenity and / or existing character of the surrounding area.

8.12 The application site is located entirely within the Woodhall Farm Character Appraisal Area. The appraisal states that dwellings within the area possess very little

architectural homogeneity or merit. The density of the area is generally in the low range at 15 – 25 dwellings per hectare (dph).

8.13 The Design Principles make no specific requirements in respect of design and flats are acceptable. Redevelopment up to three storeys is also acceptable, and an increase in the size, massing and bulk of development in the area is acceptable in cases of redevelopment.

8.14 Importantly, high (35 to 50 dwellings/ha (net)) and very high exceeding 50 dwellings/ha (net) densities are acceptable for redevelopment.

8.15 The current street scene comprises properties of a mix of scales and type. Two-storey residential properties are situated to the north and west, with a large three-storey residential development located to the east. Holtsmere End Junior School and associated facilities are located to the immediate south although the two sites are separated by significant and mature vegetation.

8.16 The proposed development would not exceed the ridge height of the adjacent three-storey block of flats. The materials palette would be in keeping with the local vernacular and sufficient spacing around the structure to ensure that a clear visual distinction between the new building and No. 24 is provided.

8.17 The scale of the development is not out of keeping with the adjacent flats and would result in an aesthetic enhancement when compared with the existing situation. Furthermore, the development would meet with the Design Principles as previously identified.

8.18 The proposed parking area to the east of the site would result in a substantial portion of the site being covered with hard standing. However, it should be noted that the site is currently comprised of hard standing and the proposals provide an opportunity to secure landscape enhancements through the provision of green boundary treatment that would also serve to partially screen the parking area.

8.19 The proposed materials (as detailed within the proposal plans) are considered acceptable and will ensure that the development benefits from a high-quality aesthetic finish. Furthermore, the submitted landscaping plan illustrates that the site is capable of accommodating an acceptable level of hard and soft landscaping which would complete the development. However, as the proposals have been amended since this plan was submitted, it is considered that a condition requiring the submission and approval of further details in these regard is required.

8.20 As such, subject to the conditions above, it is considered that the policy would not adversely impact upon the street scene and / or character of the area and therefore complies with Policy CS12 of the Core Strategy.

Internal Environment

8.21 As Drawing No. EGWF/18/L03A illustrates, the proposed units are of spacious layout and provide good internal circulation space. The rooms which face the south serve staircases and bedrooms.

8.22 It is acknowledged that the windows which serve these areas will have limited outlook due to their relationship with the boundary treatment to the south, and direct

sunlight ingress would be affected as a result of this proximity.

8.23 However, given that the nature and use of these areas, it is considered that the arrangement is acceptable, particularly with regards to Paragraph 123 of the NPPF which confirms that local planning authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

8.24 On balance it is considered that the internal living standard is acceptable and meets with the requirements of the NPPF.

Impact upon Neighbouring Properties

8.25 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.

8.26 There are a number of properties which have the potential to be affected by development of the site; No 24 to the immediate west, Nos 31-35 to the north and the properties which comprises Nos 26 – 72 to the north-east.

8.27 With regards to the impacts upon No. 24, there are no windows within the easternmost elevation of this property. A 45 degree plan has been submitted which illustrates that the windows within the southernmost elevation which serve habitable rooms is not breached by the development. The westernmost elevation of the proposed building would be situated approx. 8.9m from the eastern flank of No. 24 which ensures that no visual intrusion would result. Whilst noting that a number of windows are proposed within the western elevation of the proposed flats, none of these provide primary outlook / light sources. As such, it is recommended that a condition is applied requiring this glazing to be permanently fitted with obscured glazing and non-opening below 1.7m from floor level. A similar non-opening condition is also recommended in respect of the southernmost window within Unit 7 to ensure that the adjacent area cannot be used as a roof terrace.

8.28 With regards to the properties situated to the north of the application site, it is noted that the Council do not have a prescribed front-to-front relationship standard. In the absence of such a standard, a judgement has to be made in respect of the acceptability of the relationship.

8.29 The submitted plans illustrate that a separation distance of 21m between the first floor windows of these properties and the proposed flats. Furthermore, a 25 degree plan has been provided which illustrates that the proposed flats would not breach the 25 degree line when taken from the centre of the ground floor window of No. 33. Taking the separation distance and the 25 degree plan into account, it is considered that the proposals would not result in an unacceptable impacts in respect of privacy, daylight / sunlight and visual intrusion.

8.30 The distance between the proposed flats and those comprising Nos. 26 – 72 to the north-east is in excess of 25m at its closest point. Given this distance and the orientation of these flats in relation to the application site, no unacceptable impacts in respect of privacy, daylight / sunlight and visual intrusion would result from the proposals.

8.31 With regards to disturbance, whilst it is acknowledged that the introduction of 9 dwellings at the site would have the potential to introduce a moderate degree of disturbance to the area, it is not considered that this would be of such severity as to warrant a refusal of planning permission. The proposals are for residential development and as such, disturbance would be limited to the type of activities which would be typical of a residential area. Vehicular parking is located so that any noise associated with its usage would be largely attenuated by the proposed structures and boundary treatments and it is not anticipated that any disturbance resulting from the introduction of the dwellings would be materially greater than that which would result from the use of the garages for their intended purpose.

8.32 It is acknowledged that the Holtsmere End Junior School is located to the immediate south of the proposal site. The Council do not have a policy which specifically prohibits the overlooking of school facilities. The use of the rooms which are served by the windows on the proposed southern elevation, combined with the visual screening provided by the existing vegetation along the site's southern boundary would combine to provide a sufficient degree of amelioration in this instance, particularly in the absence of a specific policy requirement.

8.34 As such, it is considered that the proposals comply with the relevant sections of Policy CS12 of the Core strategy in respect of visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties.

Access and Impact on Highway Safety / Parking Provision

8.35 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.

8.36 Furthermore, Saved Policy 51 of the 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.

8.37 Finally, Policy CS12 states that on each site, development should provide a safe and satisfactory means of access for all users and provide sufficient parking and sufficient space for servicing.

8.38 The site is proposed to be accessed / exited via the existing crossover which is to be retained. The access point leads directly to a car parking area for 14 vehicles and cycle storage area.

8.39 The Highways Authority has been consulted on the application and has raised no objection, subject to conditions as detailed within the consultation response which is appended to this report. It is considered that the proposed conditions meet with the '6 Tests' (subject to a minor alteration removing the requirement to provide routing information) and are therefore recommended to be attached to the decision notice, should planning permission be granted.

8.40 With regards to parking provision, the site is located within Zone 4 as defined by the Council's 'Accessibility Zones' Supplementary Planning Guidance (SPG). The

development would be comprised of the following mix of unit sizes:

- 2 x one bedroom flats (standard requires maximum 1.25 spaces per unit);
- 6 x 2 bedroom flats (standard requires maximum 1.5 spaces per unit);
- 1 x studio apartment (standard requires maximum 1.25 spaces per unit).

8.41 With reference to the parking standards contained within Saved Appendix 5 of the Dacorum Borough Local Plan, the development would result in a total requirement of 12.75 parking spaces.

8.42 It is acknowledged that the proposals provide 1.25 spaces above the maximum standard. However, given the concerns which have been raised in respect of parking provision within the area, it is considered that this provision above maximum is acceptable in this instance.

Amenity Provision

8.43 Saved Appendix 3 of the DBLP 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. Drying areas and bin stores should be separate from the private communal amenity area.

8.44 Communal amenity space is to be provided to the south (rear) and west (side) of the proposed flats which provides a comparable floor area as the proposed flats.

8.45 In addition to this provision, it is noted that the site is located within close proximity to the following:

- Land at Woodhall Farm Community Centre 7 mins walk;
- Cupid Green Playing Fields 11 mins walk;
- Grovehill Playing Fields 23 mins walk.

8.46 As such, it is considered that the combination of on-site provision and off-site accessible facilities results in an acceptable level of accessible recreational space.

Impact on Open land Designation

8.47 Policy CS4 of the Core strategy states that in open land areas the primary planning purpose is to maintain the generally open character. Development proposals will be assessed against relevant open land policies. Policy 116 of the DBLP seeks to protect Open Land within towns and villages.

8.48 Whilst noting that the site is located immediately adjacent to land designated as Open Land, there is no policy requirement / protection in respect of the development of neighbouring sites. As such, no conflict arises with the relevant Open Land policies as detailed above.

Refuse Storage, Collection and Servicing

8.49 Saved Appendix 3 of the DBLP states that the needs of statutory undertakers, emergency services and essential delivery and disposal vehicles should be taken into account, and the emergency services and local authority should be consulted regarding acceptable distances from vehicle to reception point.

8.50 With regards to providing access to service vehicles, the Highway Authority has not raised any objection to the proposals and as such, it is considered that no issues are envisaged in this respect. Similarly, the County Growth and Infrastructure Team have not requested the securing of fire hydrants so it is considered that matters pertaining to servicing and fire safety do not represent a constraint on development.

8.51 With regards to refuse, a large storage area is proposed to be located within the easternmost portion of the building. On collection days, the refuse containers need to be carried a short distance to the highway for collection but this is within the carry distances as recommended by Manual for Streets and the Building Regulations. As such, it is considered that sufficient provision is made in this regard.

Land Contamination

8.52 The site is covered by the Former Land Use designation. Policy CS32 of the Core Strategy states that any development proposals which would cause harm from a significant increase in pollution will not be permitted.

8.53 The Council's Scientific Officer has been consulted on the application and has raised no objection, subject to conditions and informatives as detailed within the consultation response contained within this report.

8.54 It is noted that a condition has been recommended in respect of the submission and approval of a Demolition Method Statement although given the provided justification, it is not considered to meet with the test of necessity or precision. As such, it is recommended that this condition is not applied to any future decision notice.

Trees and Landscaping

8.54 Policy CS12 of the Core Strategy states that on each site, development should retain important trees or replace them with suitable species if their loss is justified and plant trees and shrubs to help assimilate development and softly screen settlement edges.

8.55 The application site does not contain any trees which are covered by Tree Preservation Orders (TPO) and the landscaping within it does not warrant any special protection. However, one tree located adjacent to the site's southern boundary is covered by a TPO.

8.56 The Council's Trees and Woodlands Officer has been consulted on the application and has stated that having examined the Arboricultural Report submitted by the applicant, they are of the opinion that trees will be afforded appropriate protection during the development if the measures outlined are implemented. Subsequently, they have no further concerns and recommend approval of the application.

8.57 It is recommended that an appropriately-worded condition is applied to the decision

notice (should planning permission be granted) to ensure adequate tree protection. Furthermore, it is considered that a condition requiring further details in respect of hard and soft landscaping will ensure that a high-quality development is provided.

Drainage

8.58 Policy CS31 of the Core Strategy states that development will be required to minimise water runoff, secure opportunities to reduce the cause and impact of flooding.

8.59 Following a review of the submitted Surface Water Drainage Assessment, the Lead Local Flood Authority (LLFA) have no objection in principle on flood risk grounds and have advised that the proposed development site can be adequately drained and can mitigate any potential existing surface water flood risk if carried out in accordance with the submitted drainage strategy. Conditions have been recommended and it is considered that these meet the '6 Tests' and are therefore recommended to be attached to the decision notice should planning permission be granted.

Sustainability

8.60 Policy CS29 of the Core Strategy states that new development will comply with the highest standards of sustainable design and construction possible and a number of principles (as identified within the policy) should normally be satisfied.

8.61 The application is supported by a CS29 Checklist which provides a sufficient level of information to comply with the policy. Whilst it is acknowledged that this information is limited, the NPPG is clear that conditions requiring compliance with other regulatory regimes will not meet the test of necessity and may not be relevant to planning. As such, it is therefore considered that given the nature and scale of the proposals, the sustainability of the development can be adequately assessed through the Building Control process.

Developer Contributions

8.62 Policy CS19 of the Core Strategy states that outside of Hemel Hempstead, affordable homes will be provided on sites of a minimum size of 0.16ha or 5 dwellings (and larger). A financial contribution will be sought in lieu of affordable housing on sites which fall below these thresholds.

8.63 However, the NPPG is clear that the provision of affordable housing should only be sought for residential developments that are major developments. For housing development, major development is defined as development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. The site / proposal do not meet with these criteria.

8.64 With regards to Community Infrastructure Liability, the site is situated within CIL Charging Zone 3. As such, a charge of £100 per square metre will be applicable to the development, subject to any exemptions which may be applicable.

9. Conclusions

9.1 Planning permission is sought for the construction of 9 flats with associated amenity space and parking within land comprising of several garage blocks. The proposals would

respect / reflect the density and character of the local area, and the development would provide adequate parking and amenity space.

9.2 Subject to the imposition of the recommended conditions, the proposals would not result in an unacceptable impact upon neighbouring properties. The submission of further information in respect of a number of matters is recommended to be secured by condition as detailed within this report.

9.3 The proposed units would make a valuable contribution to housing stock within the area through the optimisation of an existing site. The application is therefore recommended for approval.

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

Conditions

No	Condition
1	<p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>EGWF- 18-EX01, EGWF- 18-L01A, EGWF- 18-L02A, EGWF- 18-L03A EGWF- 18-L04A EGWF- 18-L05A EGWF- 18-L06A EGWF- 18-L07A EGWF- 18-L08</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>
3	<p>Notwithstanding the details submitted with this application, no development (excluding demolition and 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;</p>

	<p>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); 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> <p>Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Policy CS12 of the Core Strategy.</p>
4	<p>The windows within the westernmost elevation of the development and the southernmost window within Unit 7 hereby permitted shall be non-opening and shall be permanently fitted with obscured glass which is non-opening below 1.7m from floor level.</p> <p>Reason: In the interests of the amenity of adjoining residents in accordance with Policy CS12 of the Core Strategy.</p>
5	<p>Full condition to be reported to DMC in advance of determination.</p>
6	<p>No development (excluding demolition) approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes: A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and; The results from the application of an appropriate risk assessment methodology.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Policy CS32 of the Core Strategy</p>
7	<p>No development approved by this permission (excluding demolition and that other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report (if required as a result of Condition 6) has been submitted to and approved by the Local Planning Authority.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Policy CS32 of the Core Strategy.</p>
8	<p>This site shall not be occupied, or brought into use, until:</p>

	<p>All works which form part of the Remediation Method Statement report pursuant to the discharge of Condition 7 have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.</p> <p>A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Policy CS32 of the Core Strategy.</p>
9	<p>Any contamination, other than that reported by virtue of Condition 6 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Policy CS32 of the Core Strategy.</p>
10	<p>Prior to first occupation of the development hereby approved, the provision of parking and servicing areas, the proposed access /on-site car and cycle parking / turning /waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plans and retained thereafter available for that specific use.</p> <p>Reason: To ensure the permanent availability of the parking / manoeuvring areas in the interests of highway safety in accordance with Policy CS8 of the Core Strategy.</p>
11	<p>Excluding demolition, the development hereby approved shall not commence until a Construction 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> <ul style="list-style-type: none"> a. Construction vehicle numbers and type; b. Traffic management requirements; c. Construction and storage compounds (including areas designated for car parking); d. Timing of construction activities to avoid school picks up/drop off times; e. Provision of sufficient on-site parking prior to commencement of construction activities; <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 of the Core Strategy.</p>
12	<p>The development permitted by this planning permission shall be carried out in</p>

	<p>accordance with the Surface Water Drainage Assessment carried out by JNP Group reference M42666-R002 dated October 2018 and the following mitigation measures;</p> <ol style="list-style-type: none"> 1. Limiting the surface water run-off rates to a maximum of 2.0l/s for all rainfall events up to and including the 1 in 100 year + climate change event with discharge into the surface water sewer. 2. Provide 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. 3. Implement the drainage strategy as indicated on the proposed drainage strategy drawing utilising lined permeable paving and an attenuation tank. <p>Reason: To reduce the risk of flooding to the proposed development and future occupants in accordance with Policy CS31 of the Core Strategy.</p>
13	<p>No development (excluding demolition and groundworks) shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted Surface Water Drainage Assessment carried out by JNP Group reference M42666-R002 dated October 2018. The scheme shall also include;</p> <ol style="list-style-type: none"> 1. Detailed engineered drawings of the proposed SuDS features including their location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance climate change event. 2. Demonstrate an appropriate SuDS management and treatment train and inclusion of above ground features such as permeable paving, swales etc. for the access road and reducing the requirement for any underground storage. 3. Silt traps for protection for any residual tanked elements. 4. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime. <p>Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site Policy CS31 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 at the pre-application stage and during the determination process which lead 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>Land Contamination</p>

The relevant planning conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.

Environmental Health - PERMITTED HOURS OF WORK

The permitted hours of work when noise can be audible at a construction site boundary are:

MONDAY TO FRIDAY 7:30am to 5:30pm

SATURDAY 8:00am to 1:00pm

SUNDAY AND BANK HOLIDAYS No noisy work allowed

Any noisy operations outside these hours will require consent. You would need to contact Environmental & Community Protection ecp@dacorum.gov.uk as soon as possible. An example of this may be emergency works.

Highway Authority

Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <http://www.hertfordshire.gov.uk/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.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business->

<p>licences.aspx or by telephoning 0300 1234047</p> <p>Thames Water</p> <p>Waste Comments</p> <p>With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</p> <p>'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. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."</p> <p>Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided</p> <p>Water Comments</p> <p>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.</p>

Appendix 1

Consultation Responses

Building Control

Part B Fire Safety - Fire Strategy plan required for proposed development

Part M1 Access to and use of the Building - Confirmation that access to the building and use has been taken into account

Scientific Officer

Having reviewed the documentation submitted with the above planning application and having considered the information held by the Environmental Health Department I have the following advice and recommendations in relation to land contamination.

As a result of the submission of the JNP Phase I Environmental Report (October 2018) there is no objection to the proposed development, but in line with the recommendations of that report it will be necessary for the developer to undertake further work to establish the potential for land contamination associated with the former fireworks factory and current garaging and what if any risk it poses to the proposed development.

Therefore, the following planning conditions should be included if permission is granted.

Contaminated Land Conditions:

Condition 1:

- (a) No development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:
 - (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
 - (ii) The results from the application of an appropriate risk assessment methodology.
- (b) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority.
- (c) This site shall not be occupied, or brought into use, until:
 - (i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.
 - (ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

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

Condition 2:

Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

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

Informative:

The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on “Development on Potentially Contaminated Land and/or for a Sensitive Land Use” in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.

The following condition is also recommended.

Construction Management Plan Condition

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

Therefore, the construction of the development shall only be carried out in accordance with the approved Construction Management Plan which shall include details of:

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

k) Asbestos control measure where applicable

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

Demolition Method Statement

Prior to demolition works commencing a Demolition Method Statement 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 demolition of 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 published by London Councils and the Greater London Authority. The scheme shall set out the secure measures, which can, and will, be put in place.

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

Environmental Health Officer

No objections on noise or air quality grounds. I would advise an informative to address construction noise and dust during the implementation of the development to avoid / minimise harm to the amenity of existing neighbours and the school. I've attached some suggested wording below.

Growth & Infrastructure Officer

Hertfordshire County Council's Growth & Infrastructure Unit do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within Dacorum's 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.

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 the following conditions:

If the planning authority resolves to grant permission the highway authority recommend inclusion of the following conditions and advisory note to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980

Condition1. Provision of Parking and Servicing Areas Prior to the first occupation of the development hereby permitted the proposed access /on-site car and cycle parking / 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. Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.

Condition2. Construction Management Plan Construction of the development hereby

approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway 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: a. Construction vehicle numbers, type, routing; b. Traffic management requirements; c. Construction and storage compounds (including areas designated for car parking); d. Siting and details of wheel washing facilities; f. Cleaning of site entrances, site tracks and the adjacent public highway; g. Timing of construction activities to avoid school picks up/drop off times; h. Provision of sufficient on-site parking prior to commencement of construction activities; Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way

COMMENTS The above application is for Demolition of garages and construction of 10 flats with associated parking and landscaping PARKING The proposal is to provide space for a total of 14 vehicles. Standard car parking bays with minimum dimensions of 4.8 metres x 2.4 metres will be provided. Cycle parking: a separate store will provide a secure and covered location for 10 bicycles. ACCESS There is an existing access onto Epping Green and no new or altered VXO is proposed and no works are required in the highway. A sit visit on 18.12.18 confirmed that there are no substantial highway issues. Epping Green is an unclassified local access road: the site is located at the closed end of this cul-de-sac.

There have been no accidents in the vicinity in the last 3 years. PEDESTRIAN AND CYCLE ACCESS There are separate pedestrian accesses, and adequate provision for parking cycles on site. REFUSE COLLECTION Provision has been made for the storage and collection of waste. TRIP GENERATION No significant number of additional trips will be result from this proposal being implemented. Therefore, the capacity of the road network in the vicinity of the site is not a major issue. SUSTAINABILITY The site is sustainably located within an existing residential area, 7km from Hemel Hempstead Train Station, and walking distance to local amenities, bus stops and Woodhall local centre, which includes shops, schools, leisure and community facilities. CONCLUSION HCC as highway authority considers that the proposals would not have a severe residual impact upon highway safety or capacity, subject to the conditions and informative notes above.

Strategic Housing

Due to the number of units being developed, the site will be exempt from any affordable housing contribution.

Lead Local Flood Authority

Thank you for consulting us on the above application for the demolition of existing garages and construction of 10 flats with associated parking and landscaping.

Following a review of the Surface Water Drainage Assessment carried out by JNP Group reference M42666-R002 dated October 2018, we can confirm that we the Lead Local Flood Authority (LLFA) have no objection in principle on flood risk grounds and can advise the Local Planning Authority (LPA) that the proposed development site can be adequately drained and can mitigate any potential existing surface water flood risk if carried out in accordance with the submitted drainage strategy.

Infiltration testing has been carried out as part of the Site Investigation and it has been shown that infiltration is feasible onsite. There are no watercourses within the vicinity of the site. The site is currently drained by surface water drainage system comprising of traditional underground pipework. The surface water discharges to a Thames Water surface water sewer located in Epping Green.

The proposed drainage strategy for the site captures surface water run-off from the residential building and car park via a network of pipes and permeable paving. The permeable paving will be tanked and drain into an attenuation tank beneath the access road. The drainage scheme has been designed to cater for surface water to be stored safely onsite for all events up to and including the 1in100 year + 40% Climate Change storm. Surface water run-off will be discharged from the attenuation tank into the Thames Water sewer system at a rate of 2.0l/s. Thames Water have confirmed that the existing surface water sewer network has capacity to accommodate flows from the site at a rate of 2.0l/s. The outfall from the site is proposed to connect into the Thames Water sewer network at manhole 6901.

We therefore recommend the following conditions to the LPA should planning permission be granted.

Condition 1

The development permitted by this planning permission shall be carried out in accordance with the Surface Water Drainage Assessment carried out by JNP Group reference M42666-R002 dated October 2018 and the following mitigation measures;

1. Limiting the surface water run-off rates to a maximum of 2.0l/s for all rainfall events up to and including the 1 in 100 year + climate change event with discharge into the surface water sewer.
2. Provide 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.
3. Implement the drainage strategy as indicated on the proposed drainage strategy drawing utilising lined permeable paving and an attenuation tank.

Reason

To reduce the risk of flooding to the proposed development and future occupants.

Condition 2

No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted Surface Water Drainage Assessment carried out by JNP Group reference M42666-R002 dated October 2018. The scheme shall also include;

1. Detailed engineered drawings of the proposed SuDS features including their location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance climate change event.
2. Demonstrate an appropriate SuDS management and treatment train and inclusion of above ground features such as permeable paving, swales etc. for the access road and

reducing the requirement for any underground storage.

3. Silt traps for protection for any residual tanked elements.

4. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason

To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site

Informative to the LPA

Please note if the LPA decides to grant planning permission we wish to be notified for our records.

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

Thames Water

Waste Comments

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

'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. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided

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.

Strategic Planning

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

Trees and Woodlands

I have examined the Arboricultural Report submitted by the applicant and am of the opinion trees will be afforded appropriate protection during the development if measures outlined are implemented. Subsequently, I have no further concerns and recommend approval of the application.

Appendix 2

Neighbour notification/site notice responses

Objections

Address	Comments
10 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP	Epping Green is a cul-de-sac which currently ends at a large block of flats, with only a small square of parking provision on the street for all the occupants. (1) This is already the cause of considerable congestion along the whole extent of the street. The construction of another block of 10 properties will add greatly to the number of vehicles trying to find parking places. (2) The proposed provision of 14 parking spaces is likely to be woefully inadequate, for which argument I put forward my experience of other blocks of flats on the estate: this clearly indicates that 2 bedroomed households frequently own more than one car, a fact which regularly causes parking congestion around the buildings and in nearby streets. (3) An inspection of current parking within Epping Green will reveal many examples of vehicles already being parked in dangerous positions, hampering visibility, restricting pavements and presenting hazardous circumstances to pedestrians and drivers alike. Any

	<p>exacerbation of this situation should surely not be countenanced.</p>
<p>10 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>I have lived in this street for over 42years, during which time the passing traffic and parking situation has become increasingly troublesome,no doubt exacerbated by the large block of flats at the end of the cul de sac having very few parking places. To erect a new block of 10 flats, even with some parking spaces, would certainly be an over-development of what is already a limited space, overburdening an already an overstretched infrastructure!</p> <p>The garage block space should be used for what was its original intention - parking spaces for the flats!</p> <p>Failing that, 2 or 3 three houses with parking spaces at the very most.</p>
<p>4 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>Epping Green is already under huge parking pressure. Cars are frequently parked on the pavement, partially blocking drives and at points along the road that reduce visibility and cause a hazard. Cars are often parked up on the pavement resulting in obstructions for wheelchair and buggy users. This means I frequently have to walk in the road with my baby in the pushchair, at a point where the road bends. It also means that twice a day, parents and children are forced into the road walking to and from the local primary school, as well as other pedestrians throughout the day. Cars and vans already park on the greenery at the entrance to the road due to the lack of parking. This reduces visibility greatly and is a hazard. This would only be exacerbated by adding further pressure on parking. The road also experiences additional pressures on parking at school drop off and pick up, with many parents using the road to park in order to take their children to the local primary school. This has meant that our driveway has been blocked and we have not been able to leave our property in our car. There has also been an instance where an emergency service vehicle was unable to access the end of the road due to poor parking. This is obviously a huge concern and could potentially become a more frequent event with increased pressures on parking. With the proposed development, it is highly likely that residents would have more cars than spaces provided as households are now more commonly multi vehicle owners. This would therefore increase pressures on parking as would potential visitors to the development. I am also concerned for local facilities, I already struggle to get an appointment at the local doctors' surgery and more residents would increase the pressure here. I am hugely concerned about the impact of this development on parking in Epping Green and I strongly oppose the planning application.</p>

<p>29 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>The proposed construction of these 10 dwellings will affect the street negatively in the following ways. 1) extra vehicles parked on the street - this road is already extremely overcrowded when it comes to the current parking situation and this application only shows provision for 14 spaces which is not sufficient and will inevitably mean extra vehicles parked on the street making the current bad situation even worse. 2) invasion of privacy - as this development is 3 storeys high, this will mean that our rear garden will be overlooked by several of the flats especially on the higher floors. A development of 2 storey properties would not affect us in this aspect. I have shown these plans to an architect and here are his findings after reviewing this application...</p> <p>There are a few holes in it and I can search the land ownership regarding restrictions in the title First comments The current pressure in parking cannot sustain anymore overflow vehicles The proposed number of 14 is below calculation levels and needs to be increased based on local capacity The proposed spaces 6&7 could not easily be accessed or egressed as insufficient end space for reversing has been designed. A tracked vehicle model should be shown to prove how this could work. It can't so only 12 spaces will be used of 2 are designated disabled.The access to the parking is tight and first space will require tight geometry to avoid a collision this should also be tracked Summary space 1 will also not get used The two 86m dwellings are huge. These are 925 sq ft for a duplex 2 bed??? This is a 3 or four bed dwelling by stealth which would require much greater parking or worse, be used as a multi person occupancy HMO which would require enormous parking demands as it could contain 8 plus occupants each. The private amenity is ridiculously under sized for 10 dwelling as is the reduce facility which will spill out to the street This is overdevelopment It does not enhance or maintain the character of the street or local area It will reduce the quality of the surrounding area and impact upon the existing parking pressures</p> <p>I believe this application needs serious review and to be modified to be more in keeping with the current properties in the street, be of lesser number to minimise the extra people and vehicles and not impact private garden privacies.</p>
<p>16 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>the parking situation in Epping Green is currently very congested. building more flats which will not have enough spaces will certainly not help the situation. has the company who wishes to carry out the plans ever been to Epping Green and seen the parking for</p>

	<p>themselves? i understand the need for more affordable housing but the plan for the block of flats will not work. they should make the garage block into more parking for spaces. more parking spaces makes more sense and will ease parking congestion</p>
<p>33 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>A brief outline of my objections.</p> <ol style="list-style-type: none"> 1) Proposed building totally out of character to any property in or around Epping Green 2) Adding only 14 spaces to a block of 10 flats with the possibility of a minimum 18 adults and potentially 2 cars per flat is ludicrous as it is shortsighted. 3) Loss of privacy due to being directly overlooked by a 3 storey building. 4) Loss of natural light coming from the south by a 3 storey block of flats. 5) Being overlooked by the same 3 storey building. 6) Lack of space for safe ingress and regress of parked vehicles and the parking of vehicles in allocated spaces.
<p>23 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>Epping Green already suffers from excessive parking congestion - with cars parked on every available space, including pavements, very often parked dangerously and haphazardly, which leads to:</p> <ol style="list-style-type: none"> 1. Drivers & pedestrians encountering difficulties driving/walking safely in Epping Green due to visibility being hampered, cars blocking road access, and pavements blocked by parked vehicles. 2. Access for emergency vehicles is being compromised by the parked vehicles and will continue to do so, which could potentially lead to fatal consequences. 3. There is already insufficient parking for the existing block of flats in Epping Green, as demonstrated by the current parking congestion and the building of an extra 10 flats, even with 14 allocated parking spaces, with multi car homes and visitors, will only exasperate the current parking congestion in Epping Green. <p>The size of the building itself is also out of character with other buildings in Epping Green.</p>
<p>16 CODICOTE ROW,HEMEL HEMPSTEAD,,,HP2 7JE</p>	<p>I object to this planning application on the grounds that parking space on Epping Green is already lacking with cars parked on the pavement both sides the entire length of Epping Green. Often not leaving enough space for the emergency services to get to the properties at the end of Epping Green. To add the potential of another 15-20 cars to an already congested road makes no sense.</p> <p>Maybe the garage area should be turned into parking</p>

	spaces for the flats already on Epping Green with no parking facilities. Regards J Robarts
16 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP	It appears that the applicants, Four Daughters Estates Ltd, have given minimal consideration as to the effects additional housing to Epping Green will have on the present community. Vehicle parking in Epping Green has long been a problem. As time has progressed there has been a steady increase in vehicle ownership per household resulting in inadequate parking in many houses and indeed parking for the existing flats. The lack of space has caused at times chaotic and congested parking along the length of Epping Green. The addition of more housing to Epping Green albeit that provisional parking has been noted but will no doubt again prove to be inadequate for reasons given above and can only increase the congestion to an intolerable level and will raise the fears of safety for pedestrians particularly school children. It is commendable that the applicant is proposing to build much needed housing in Dacorum. However, I fear that their motives are more of a commercial nature in this case. Indeed I feel that given the present situation in Epping Green, a more sizeable use of the vacant garage area would be to demolish the garages and provide a sizeable secure parking area for the current residents of Epping Green.
23 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP	Epping Green already suffers from parking congestion with cars parked on every available space and an additional building of 10 flats with multi car owners and visitors will only increase the parking congestion. Pedestrians - including school children & parents with prams already have to walk in the road due to blocked pavements. Residents in Epping Green encounter great difficulties in accessing and exiting their driveways safely due to parked cars causing visibility issues. The existing parking issues already causes problems for emergency vehicles accessing the street. This development will not lessen the parking congestion issues but add to it - there is no more space in Epping Green for any more cars to park.
14 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP	I object to this planning application on the grounds that the proposed build will massively over crowd what is already a very busy road in terms of parked vehicles. Parking in Epping Green is already insufficient for the current residents, and there is a constant on going battle to try to resolve this huge problem we have already. On several occasions emergency services have been unable to access the end of Epping green due to parked vehicles on both sides and the sheer volume of current cars and vans. Most recently the access was again blocked and council disposal services could not drive down the road and as a result our rubbish and waste

	<p>bins were not emptied. Therefore we are now in a situation where lives potentially are in danger and the health and hygiene of residents could be affected. From the current proposal I can only imagine even though some parking has been allocated it will be grossly insufficient for the area and this current problem will only get worse.</p>
<p>9 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>The proposal to develop 10 flats and 14 parking spaces on the demolished garages is totally ludicrous. This cul de sac already suffers inadequate parking and this will only exacerbate the situation. Cars, vans and trucks park on the pavements and grassed areas in a road which carries a lot of pedestrian traffic as it runs along side a junior and infant school, often necessitating people to walk in the road. Ambulances and fire engines find it difficult to access existing homes in emergencies</p> <p>due to the number of vehicles plus there is insufficient parking for the residents of the existing flats. In addition, what will happen to the vehicles using these garages? Have these tenants been advised? A better use of this land would be to provide additional parking provision. Have Four Daughters Estates Ltd ever seen this land? They currently provide a very inadequate management service with frequent complaints being made to their standards and they propose to build flats? I think not. This development must not go ahead.</p>
<p>29 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>I object to this development on many counts.</p> <p>The first is due to the lack of privacy in my rear garden and into my back bedroom and kitchen windows. Looking at the plans there would be 10 bedroom windows with clear vision into all the above areas.</p> <p>I also believe that, in spring and winter months in particular, I will experience less sunlight as the property will sit between my property and the lower sun during these months.</p> <p>The parking that has been provided for this block of 10 dwellings is not sufficient. Due to the nature of the housing there is likely to be couples or multiple adults living in this accommodation and thereby attracting more than 1.4 cars per dwelling. I also note the comments of an independent architect who has looked at the plans and suggests that of the 14 spaces at least 3 of them will be impossible to use and 2 are allocated disabled - this then leaves only 9 spaces for the rest of the occupiers to use.</p> <p>Epping Green already experiences huge problems of parking, particularly during the evenings. There is a lack of spaces and this attracts parked cars on both sides of</p>

	<p>the street and often across pavements as well as on corners and across driveways. On at least 2 occasions recently the fire brigade were unable to move their appliance to the end of the cul-de-sac due to parked cars. This has also been the case for the refuse truck. I do not feel that there is any room for further overspill of cars which will be present from 10 further dwellings in this street.</p> <p>The size of the development is very imposing compared to the size of the plot of land and also compared to the other properties nearby.</p> <p>The style of property is not at all in keeping with the local area.</p>
<p>27 EPPING GREEN,HEMEL HEMPSTEAD,,HP2 7JP</p>	<p>We object to the plans for this development due to the fact that the road is already over congested and at times proves very dangerous when pulling off of our drives as we are quite often faced with vans parked on the corner which then makes a blind spot.</p> <p>Currently the pathway in front of the garage block is used for parking by the current occupants of the flats located at the bottom, if the development goes ahead then they would loose this space to park and would be forced up the road which would result in double parking.</p> <p>Earlier on in the year there was an incident in which the flats at the bottom had called a fire engine and it could not get down the road.</p> <p>As well as the parking problems would the existing sewerage and services be able to cope with the additional demand as recently remedial work has had to be undertaken as the existing pipes are old and have suffered blockages and breakages.</p>
<p>88 ELSTREE ROAD,HEMEL HEMPSTEAD,,HP2 7QP</p>	<p>I object to the planning application due to the flats overlooking the local school. This would mean that the school would loose their privacy which I as a parent to a child in that school do not feel comfortable with.</p>
<p>143 ELSTREE ROAD,HEMEL HEMPSTEAD,,HP2 7QW</p>	<p>I object to this application going ahead.</p> <p>I have family and friends living in Epping Green and have experienced the parking problems there are already without the strain of a block of flats and the amount of car driving residents that will live there .</p> <p>I have seen emergency services get stuck whist on an emergency call because of the current parking problem .</p> <p>The proposed plan does not by any means fit into the surrounding landscape, therefore will look a complete eyesore .</p> <p>This plan completely compromises the surrounding</p>

	homes and schools privacy which is a major concern .
24 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP	<p>No initial consultation of plans although company stated that this was case.</p> <p>Structure overbearing on our property and no daylight or sunlight assessment made on the proposal of a 3 storey building right on our boundary.</p> <p>From south east elevation it can be seen that parapet is nearly 9 metres high- houses on Epping Green have pitched roofs at less than 4.5 metres high making it twice the height of our house.</p> <p>BRE recommend that the garden or open space can receive at least 2 hrs of sunlight on March 21st with tall trees at end of boundary we are close to this limit without a 3 storey building in the equation.</p> <p>Parking is a massive issue already. Flats at the bottom of the road have no parking provision as people will not buy a permit so they use Epping Green. A fire engine and bin lorry have been unable to get down this year. Our driveway is frequently blocked as we can get 3 vehicles in a row on it.</p> <p>Against residential mix- 1 and 2 bed flats not needed. This is an exercise purely to maximise profit and not in keeping with rest of street.</p> <p>Security of our property is compromised- a wooden fence is unacceptable as currently our boundary are the garage walls.</p>
32 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JD	<p>I object to the planning permission being sought on the following basis:</p> <ol style="list-style-type: none"> 1) There is already a large amount of congestion in the area in regards to parking. The plans do not outline sufficient parking for the potential amount of occupiers thus further adding to the existing issue and creating a negative impact for existing residents. 2) The amount of noise, dust and disruption demolition and building works will cause in such close proximity my property. 3) The amount of noise and congestion that will be added from additional residents sharing a small space at the end of the close.
32 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JD	<p>I would additionally like to object on the basis that as a ground floor occupier this property plans look to both obstruct light and the existing pleasant view from my property window.</p>
3 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP	<p>As a resident we were disappointed not to have received any communication from the council direct and had to hear second hand from our neighbours, which means we could have missed out on expressing our views on the severe impact this would have if this application is</p>

	<p>accepted.</p> <p>Epping Green already has extreme parking issues which residents have notified the local council officers of on numerous occasions. The existing flats only have 9 spaces for over 30 properties I have sent separately pictures to the local councillors and planning@dacourm.gov.uk showing cars parked on the pavement blocking access for wheelchair and pushchair users this forces us to already walk into the middle of the road to get round the vehicles. Pictures also show whilst residents driveways in full use there are cars parked within the road outside each property, alongside the existing garage block without adding additional parking pressures from this proposal. In addition we have vans and cars parked on green space at the entrance to the street which doesn't help the image of the street and is due to lack of parking. There have been incidents of emergency services not being able to gain access to properties as unable to enter street due to inconsiderate parking. Then we also have increased pressure on the school run with some cars parking on the main road and on the corners of Epping Green blocking visibility for not only getting off of driveways but also getting out of the street itself.</p> <p>Additional residents would not only add extra parking pressures but also pressure on the local school holtsmere end which was oversubscribed this year and local doctors surgery's where there is already a wait of 4 weeks plus to see a doctor standard appointment.</p>
<p>12 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>The building is too imposing for the size of the land. The building spec is not in keeping with the area, it will look completely out of place and will be an overdevelopment.</p> <p>The building will increase the existing severe parking congestion in Epping Green.</p> <p>The parking is already a major problem for drivers due to blind spots and for pedestrians especially young children, the elderly and wheelchair users who are unable to use the pavement due to the volume of parked cars on the pavement.</p> <p>The Emergency Services have been unable to gain access to and from the cul-de-sac due to the volume of cars parked everywhere including on the pavement, this could be life threatening.</p> <p>The council refuse trucks have also been unable to gain access due to the volume of parked cars.</p> <p>Epping Green needs more parking spaces for the existing residents, so surely it would be better to use the land for extra parking.</p>

<p>12 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>I object as the building of 10 flats will further increase the already hazardous parking in Epping Green. There is not enough parking spaces for the existing residents of Epping Green, vehicles park everywhere and on the pavement causing obstruction to drivers,pedestrians, council refuse trucks and Emergency Services! Further vehicles for the occupiers and visitors of the flats would definitely make this situation far worse.</p> <p>The proposed plan is an overdevelopment, it does not fit into the surrounding landscape and will look a complete eyesore .</p>
<p>16 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>further to earlier comments it is clear that a further serious issue regarding adjacent properties to this proposed development is that they could be deprived of natural light and there is also privacy issues foe them</p>
<p>18 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<ol style="list-style-type: none"> 1. The current pressure on parking cannot sustain anymore overflow vehicles. The proposed number of 14 is below the calculation levels and therefore needs to be increased based on local capacity. 2. The proposed spaces for 6 & 7 cannot easily be accessed as insufficient end space for reversing has been designed. A tracked vehicle model should be shown to prove how this could work. It cannot therefore only 12 spaces will be used. 3. The general access to parking is tight and the 1st space will require tight geometry to avoid a collision, this should also be tracked as this space is highly unlikely to also not be used. 4. The two 86m dwellings are huge. These are 925 sq ft for a duplex two bed? This is a 3 or 4 bed dwelling by stealth which would require much greater parking or worse be used as a multi person occupancy which would require enormous parking demands as it could easily contain 8 plus occupants each. 5. The private amenity is ridiculously under sized for 10 dwellings as is the reduced facility which will spill out onto the street. 6. This is over-development it does not enhance or maintain the character of the street or the local area. It will reduce the quality of the surrounding area and impact upon the existing parking pressures.
<p>24 EPPING</p>	<p>I am writing to object strongly to the proposal of a block</p>

<p>GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>of flats being built on my Border in Epping Green. The structure would dwarf my property and probably cut out light reaching my home. No daylight assessment has been done and feel it would be overbearing on our property. The parking issues are already reaching breaking point whereas there has been instances where emergency vehicles have been unable to access the end of the street. This proposed structure would only add to the burden regardless of whether planners feel there would be ample parking space. Security would also be an issue as the proposal is only to erect a wooden fence where the garages at present exists. Perhaps a rethink of the type of property to be built would be in order as three bedroom houses would be more in keeping with the rest of the street.</p>
<p>31 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>I object to the proposal as I do not wish to have these flat's looking into my property. The parking down Epping Green is already awful and having these flat's would cause chaos, emergency vehicles cannot fit down the road now let alone when there will be more vehicles parked down there. The chaos this building works will cause to the road I have work and school runs to do and cannot be held up by works vehicles or the mess and dirt this will cause to my property.</p>
<p>2 Linfields,Little Chalfont,,,HP79QH</p>	<p>I am writing in my capacity as the Managing Director of Burns Drive Associates Ltd, (which owns the freehold of the flats at 9 to 81 Burns Drive), to object to the planning application to build more flats at Epping Green, which is adjacent to us. More flats will mean more cars. Already the local area has insufficient parking and our concern is that the overspill will come to Burns Drive, which is already overcrowded.</p> <p>The planning application provides for 14 parking spaces but two rows of garages will be demolished and the number of additional cars looking for somewhere to park will inevitably increase.</p> <p>On this basis I object to the planning application and I ask for it to be dismissed.</p>
<p>76 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JD</p>	<p>I object to the proposed planning application for the following reasons:</p> <p>a) The flat roof design is not in keeping with all the other pitched roof blocks on Woodhall Farm. This looks markedly different to the nearby blocks in the street scene.</p> <p>b) The proposed block is significantly higher than the neighbouring houses. A 3-storey block will dominate and overpower the location, causing a loss of light to the neighbouring properties.</p>

	<p>c) The windows and balconies overlook the 3 houses opposite and the upper floors will have a view down into their bedrooms.</p> <p>d) There is a concern the height of the proposed development will enable residents to directly overlook and look down into Holtsmere End School.</p> <p>e) There is currently limited parking for the existing 27 flats and there is regular congestion due to street parking. Any increase in housing density in this area will only exacerbate the problem and there has already been restricted access for emergency and refuse vehicles.</p> <p>f) It is noted the photographs of the parking and turning areas were taken during the day when most residents are at work. These do not accurately reflect the density of parked cars in the street at weekends, afternoons or evenings. It would not be possible for long-wheel based vehicles to turn into the proposed development shown in the Transport Statement Appendix 3, as the drawing does not take into account any parked cars!</p> <p>g) From the Planning Officer "In respect of privacy, the minimum distances of 23m between the main rear wall of a dwelling and the main wall (front or rear) of another should be met. The proposals do not comply with this requirement in respect of the properties located on the northernmost side of Epping Green". It appears this point has not been addressed.</p>
<p>48 LATIMER CLOSE,HEMEL HEMPSTEAD,,,HP2 7JJ</p>	<p>As an owner of one of the existing flats in Epping Green, I am amazed that the residents/owners of neighbouring properties to this proposed development do not seem to have been formally informed.</p> <p>I strongly object to this development on the following grounds:</p> <ol style="list-style-type: none"> 1. There is already a severe lack of parking in Epping Green. Congestion is already causing a real time risk to residents in the event of an emergency as a fire appliance would often have great difficulty accessing the flats due to traffic congestion in the evenings and weekends. Parking problems will increase significantly if this development goes ahead. 2. There is already considerable ground movement around the existing flats causing severe cracks in the

	<p>buildings and additional earthworks in the immediate proximity would exacerbate this.</p> <p>3. The 14 parking spaces allocated to this development are not sufficient to cope with the level of vehicle ownership likely to represent actual driver occupancy.</p> <p>4. Point 2.5 of the Transport Stament states that "Epping Green is a cul-de-sac serving approximately 50 dwellings..." This is factually very inaccurate as Epping Green actually has 71 dwellings including 27 flats with no allocated parking. The very garages that are to be demolished were originally intended for use by these existing flats but many have been purchased privately and are either rented out or vacant and unusable. 21 additional dwellings to that stated in the Transport Statement makes a significant difference to the negative impact on the area.</p> <p>5. The invasion of privacy for the 3 homes immediately opposite (31,33 and 35) and the home immediatly adjacent to the side of the development (24) will be immense specifically due to the height of the proposed flats in such close proximity.</p> <p>6. The invasion of privacy for the children of Holtsmere End School is unacceptable.</p> <p>7. The flat roof design of these flats are not in keeping with other properties in Woodhall Farm.</p>
<p>36 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JD</p>	<p>I work nights and sometimes finish in the early hours of the morning and coming home and finding that there isn't anywhere to park and I have to use the next street to park my car.</p> <p>Also as my bedroom faces the garages the noise from the what would be the new construction would be so noisy that it will keep me awake during the days and because of my job as a hgv driver this is highly dangerous and against health and safety. And make my job driving at risk of being dangerous</p>
<p>23 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>The objections for the development remain the same as previously as the application has been re-submitted with very little change.</p> <p>The parking issue in the street has not been addressed -</p>

	<p>9 or 10 flats with 14 parking spaces is still insufficient and will impact even more on a street that already struggles with parking issues.</p> <p>The emergency services will still encounter the same issues and potentially worse issues in terms of access with an increase in parked vehicles in the street.</p> <p>The height of the building is out of context with the houses both adjacent to and facing the development which affects the privacy of these properties.</p>
<p>23 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>The objections for the development remain the same as previously as the application has been re-submitted with very little change.</p> <p>The parking issue in the street has not been addressed - 9 or 10 flats with 14 parking spaces is still insufficient and will impact even more on a street that already struggles with parking issues.</p> <p>The impact of this development on the current residents and pedestrians of Epping Green has not been considered - it will cause an increase in vehicles parked dangerously etc causing hazards for both drivers and pedestrians alike.</p> <p>The emergency services will still encounter the same issues and potentially worse issues in terms of access with an increase in parked vehicles in the street.</p> <p>The building is out of context with the houses both adjacent to and facing the development which will also affect the privacy of these properties.</p>
<p>16 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>Further to my comments made on the first application for ten flats in Epping Green. I reiterate my objections based on current contentious issue of car parking. Other major objections are , loss of natural light and invasion of privacy for properties adjacent to the proposed development. It is clear that the residents of Epping Green are deeply concerned regarding the effect that these proposed flats will have on them and their daily lives.It seems to me that a more acceptable plan would be to build houses similar in design to those established properties .This would eliminate some of the objections and reduce the estimated increase in the volume of vehicles in Epping Green ,should the present plans go ahead</p>
<p>29 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>With regard to the new documents dated 10th April 2019 - I can see very little change from the original plans. As I see it, there will be one less apartment and the other properties are slightly smaller. My objection to being overlooked by 10 windows into my garden, lounge, bedroom and kitchen still remains, as do my comments about the property not being in keeping with the other properties in the street and for a small plot being completely over developed. The properties opposite and</p>

	<p>next to this site are standard 2 storey premises and this proposed building will be extremely dominating. I can see that with some properties made smaller it may impact the number of people living in each residence, however we had already seen comments suggesting some of the proposed parking spaces are inaccessible so I do not see that this is going to alleviate any parking problems in the street. As already stated, the parking in the street is already over subscribed and the amount of residents will hugely impact this.</p>
<p>29 EPPING GREEN,HEMEL HEMPSTEAD,,,HP2 7JP</p>	<p>the new plans are very similar to the old ones with very few changes. the height of the overall building is the same as before (3 floors) with almost the same amount of windows over looking our garden which in my opinion constitutes an invasion of our privacy.</p> <p>the amount of flats has only been reduced by one which makes very little difference to the amount of people that will potentially live in this proposed block. the parking situation remains the same with too few spaces for the amount of flats and people that will be living in them - especailly as a couple of the spaces are not practical and wont be used.</p> <p>the block also overlooks a school playing field and will put additional pressure on services that are already stretched (drains etc)</p> <p>The look of the property is not in keeping with the other dwellings in the area and will look out of place with neighbouring properties.</p> <p>i strongly object to the plans in the current proposal.</p>
<p>16 CODICOTE ROW,HEMEL HEMPSTEAD,,,HP2 7JE</p>	<p>I object to the Planning application for 10 flats to be built at the end of Epping Green. The ares is very close to the local school playing field, this could impact on the quality of lives for the children bring more veichles into an alrady over crowded area, with additional aire polution. The road is already heavily congested as there is not enought parking for the existing residents of the flats at the end of Epping Green. As it is at the moment there are many times that should emergency services require access to the flats and houses at the end of the road, they would not be able to get through as vars are parked on both sides of the road. while I understand that parking would be made availabe for the new propperties, this would also remove some of the parking that is already available, and not many properties have just one car these days so there could be potentially 20 more vehicles on the road. Also I am concerend that the well established trees on the site would be removed. The plannong officer should visit the area in the evening as this is when the parking is at it's worst.</p>
<p>48 EPPING</p>	<p>Whilst the addition of further property in an area popular</p>

<p>GREEN,HEMEL HEMPSTEAD,,,HP2 7JD</p>	<p>with first-time buyers and renters is to be applauded, this development is simply too large for the space on which it is proposed to stand and will be further detrimental to the parking situation in the road.</p> <p>There are already issues with access for refuse collection vehicles (and emergency vehicles), particularly in the mornings, in the afternoon around the school run and evening where the number of parking spaces are woefully inadequate for the demands of modern living.</p> <p>Whilst the road is well-served by a bus route into the town centre, to assume that each of the new flats will be able to operate with the number of spaces allocated is unrealistic.</p> <p>I'm sure local residents would rather consider the land be allocated for permit parking and many would be happy to pay for an allocated space - providing the land owner with an income, without the need for such large expenditure on the development of the flats.</p> <p>Whilst I support the need to build dwellings in the area, I strongly object to this proposal on the grounds of insufficient parking arrangements provided and the exacerbation of the existing parking problems in the road.</p>
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Supporting

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Commenting

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