

4/00405/19/FUL	DEMOLITION OF EXISTING 19 SINGLE STOREY GARAGES TO REPLACE WITH FIVE TWO BED DWELLINGS WITH OFF STREET PARKING AND PRIVATE REAR GARDENS
Site Address	GARAGE SITE, HYDE MEADOWS, BOVINGDON
Applicant	Watford Community Housing, 59 Clarendon Road
Case Officer	Robert Freeman
Referral to Committee	The application has been referred to committee in view of the Councils financial interest in the site.

1. Recommendation

1.1 That planning permission be **GRANTED**

2. Summary

2.1 The proposals would provide an appropriate use for this large area of vacant land within the village of Bovington. The residential scheme is well designed having careful regard to the use and amenity of neighbouring dwellings. The proposals are not considered to result in significant harm to the amenities of these units through a loss in privacy, daylight or sunlight and are not considered to be visually intrusive. The scheme has been carefully considered to ensure that it does not result in any detriment to matters of highways safety.

2.2 The proposal is considered to meet the planning requirements set out at Policies CS8, CS12 and CS27 of the Core Strategy and as set out in Saved Policies 51, Appendices 3 and 5 of the Dacorum Borough Local Plan 1991-2011.

3. Site Description

3.1 The site comprises a garage court accessed off Hyde Meadow and located behind properties on the High Street and Ryder Close. The garage court provides a total of 19 vacant garages previously owned by the Borough Council and sold off for development as part of a wider rationalisation of garages. These garages had a low level of occupancy and are generally in a poor condition.

3.2 A number of properties around the perimeter of the site have constructed garages within their curtilages and utilise the garage court for access. 21 Hyde Meadows has a driveway onto the access road serving the site.

4. Proposal

4.1 The proposal is for the demolition of two rows of garages providing a total of 19 spaces and for the construction of a terrace of 5 x 2 bedroom properties, associated parking and landscaping. These properties will be provided by Watford Community Housing for affordable rent.

5. Relevant Planning History

There have been no previous applications for the development of the site, which has historically been rented out as garages by the Borough Council prior to its recent sale.

19 Hyde Meadows - Planning permission has recently been granted for the demolition of the existing outbuildings and porch and construction of a two storey side extension, single storey rear extension and a loft conversion under consideration (4/00752/19/FHA) This is similar to a scheme approved under 4/01305/18/FHA albeit with a slightly deeper single storey rear extension.

6. Policies

6.1 National Policy Guidance

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

6.2 Core Strategy

NP1 - Supporting Development
CS1 - Distribution of Development
CS2 - Selection of Development Sites
CS4 - The Towns and Large Villages
CS8 - Sustainable Transport
CS12 - Quality of Site Design
CS13 - Quality of Public Realm
CS17 - New Housing
CS18 - Mix of Housing
CS19 - Affordable Housing
CS27 - Quality of the Historic Environment
CS29 - Sustainable Design and Construction
CS35 - Infrastructure and Developer Contributions

6.3 Saved Policies of the Dacorum Borough Local Plan

Policy 10 - Optimising the Use of Urban Land
Policy 13 - Planning Conditions and Planning Obligations
Policy 18 - Size of New Dwellings
Policy 21 - Density of Residential Development
Policy 51 - Development and Transport Impacts
Policy 118 - Important Archaeological Remains
Appendix 3 - Layout and Design of Residential Areas
Appendix 5 - Parking Provision

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

- Accessibility Zones for the Application of car Parking Standards (July 2002)
- Energy Efficiency & Conservation (June 2006)
- Environmental Guidelines (May 2004)
- Water Conservation & Sustainable Drainage (June 2005)

7. Constraints

- Large Village

- Area of Archaeological Importance

8. Representations

Consultation responses

8.1 These are reproduced in full at Appendix A

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix B

9. Considerations

9.1 The key considerations in this case are those in relation to the principle of development, the layout and design of the development, the impact on neighbouring properties and those of access, parking and highways safety.

Policy and Principle

9.2 The site is located in a residential area within the village of Bovingdon where there would be no objection in principle to the construction of new residential units in accordance with Policies NP1, CS1 and CS4 of the Core Strategy. The scheme would seek to provide 5 x 2 bedroom units and is considered to make an important contribution to the housing land supply as identified in Policy CS17 of the Core Strategy. The scheme would be delivered by a provider of affordable homes and will deliver homes for the rental market. As such the scheme would contribute to the need for affordable housing as set out in Policies CS18 and CS19 of the Core Strategy.

9.3 Policy CS8 of the Core Strategy requires all new developments to be accessible and places a requirement on the local planning authority to ensure that access is not only safe but inclusive.

9.4 In accordance with Policies CS12 and CS13 of the Core Strategy, there is an expectation that all new development would be constructed to a high standard and the emphasis on good design would be particularly important given the close proximity of the site to Bovingdon Conservation Area and the requirements under Policy CS27 of the Core Strategy.

9.5 All new development is expected to contribute towards the costs of on-site, local and strategic infrastructure requirements arising as a result of new development in accordance with Policy CS35 of the Core Strategy.

9.6 The development site constitutes previously developed land. The NPPF specifically promotes and encourages the redevelopment and recycling of previously developed land and the delivery of housing to meet local needs.

Layout and Design

9.6 The arrangement of residential units is heavily influenced by the surrounding urban form, existing access rights across the site and a need to provide a secure and robust boundary to those properties at Ryder Close. The current access road already serves a

number of garages within the rear gardens to properties at the Hyde Meadow and High Street, Bovingdon and as such there is a need to retain access to these properties along the north western site boundary. The new properties will face this access road and have been arranged internally to strike a balance between provide natural surveillance of the road and parking areas and the need to ensure privacy for neighbouring properties. The properties are centrally located to the plot to ensure an appropriate relationship to properties in neighbouring streets.

9.7 The proposed development is considered to be appropriate in terms of its design, layout, scale, bulk and height in accordance with Policies CS12 and CS13 of the Core Strategy. This layout closely follows the standards set out within Saved Appendix 3 of the Dacorum Borough Local Plan 1991-2011.

Impact on Bovingdon Conservation Area

9.8 The site falls outside the Conservation area, nevertheless, the development has been considered by the Conservation Officer, who has concluded that it would preserve the character and appearance of the Bovingdon Conservation Area and its heritage assets in accordance with Policy CS27 of the Core Strategy.

Impact Upon Residential Amenities

9.9 The proposals have been carefully designed to avoid any significant harm to the residential amenities of neighbours to the site in accordance with Policy CS12 and Saved Appendix 3.

9.10 The most significant impact of the development is likely to fall upon the two units either side of the proposed access, Nos 19 and 21 Hyde Meadow. 19 Hyde Meadow has a conservatory built to the side and shed structures on the common boundary to the site. The current dwelling has a landing window onto the flank elevation with the extant permission illustrating two secondary windows serving a new bedroom. Its rear garden extends along the length of the site boundary. The occupants of No.19 have raised concerns that the new properties will overlook the garden area resulting in significant loss of privacy to them. It is noted that permission exists for the demolition of outbuildings and the construction of a two storey side extension.

9.11 A single bedroom window would be located at first floor level on the front elevation of each of the proposed dwellings. These would be located some 15m from the boundary of 19 Hyde Meadow. The applicants have provided further details demonstrating the extent of view from these windows to address concerns with the overlooking to the garden of the property. The resulting plans demonstrate that there would be limited views into the garden as a result of the proposals and as such it would be concluded that there would be no significant adverse harm to residential amenity. Given the distance and juxtaposition of properties it is also considered unlikely to result in any significant loss in either daylight or sunlight thereto.

9.12 The use of the access road is not considered to be any more harmful to residential amenity than the lawful use of the existing garages in terms of its impact on privacy, noise and general disruption.

9.13 No windows are proposed at first floor level facing No.21 and as such it is difficult to see how the development could be harmful to the privacy experienced by this

property. Furthermore, there does not appear to be any significant impact on daylight or sunlight to the main habitable rooms of the property notwithstanding the openings to the flank elevation (glazed door and first floor windows) in accordance with Saved Appendix 3 of the Local Plan.

9.14 The relationship between the new properties and those at Ryder Close would generally exceed those requirements for a separation distance of 23m as set out in Saved Appendix 3 of the Local Plan and between the main rear wall of the property and the main front/rear elevation of another. Notwithstanding the relative site levels, it is considered that this relationship would not result in any significant harm to these properties in terms of losses in either daylight, sunlight or privacy.

Impact on Highway Safety

9.15 The proposals would utilise the existing access road serving the former garages on the site. The use of this access is likely to be lower than that of the lawful and historical use of the garages and as such there should be no significant detrimental impact on matters of highways safety as a result of its use.

9.16 The garages at the site are currently vacant and as such their removal shall not result in any displacement of vehicles onto the surrounding highway network to the detriment of safety. Furthermore there are no on street parking restrictions to Hyde Meadows itself.

9.17 A satisfactory level of parking would also be provided for the scheme at a ratio of 2 spaces per two bed dwelling reflecting on the advice in the NPPF and in Policies CS8 and CS12 of the Core Strategy and Saved Appendix 5 of the Local Plan 1991-2011. Although the level of parking would exceed the maximum parking standards in Appendix 5, this is not in itself considered to be harmful given the site context and the emergence of supplementary guidance.

9.18 A designated bin store is provided within an acceptable travel distance for both residents and refuse services. All properties would be accessible to the Fire and Rescue Services.

Infrastructure

9.19 All new residential development is expected to contribute towards the provision or cost of on site, strategic or local infrastructure necessary as a result of the proposed development. The Council adopted a Community Infrastructure Levy (CIL) in February 2015 and now requires CIL payments to address the requirements of Policy CS35. The site is located in CIL Charging Zone 2 where a levy of £150 per square metre (plus indexation) will be charged for residential development. The site may be able to claim an exemption from payment as affordable housing and subject to the submission of a relief claim.

Other Material Planning Considerations

9.20 The submitted tree survey and drainage strategy are considered to be satisfactory. The tree survey demonstrate that no trees of significance would be harmed as a result of the works in accordance with Policy CS12 whilst the site can be adequately and appropriately drained in accordance with the submitted drainage strategy.

9.21 The County Archaeologist does not require any survey work to be satisfied that such heritage is protected in accordance with Policy CS27 of the Core Strategy.

9.22 Conditions are required to address issues of potential ground contamination and in order to manage construction as set out in the responses in Appendix A.

9.23 Conditions are not required to demonstrate reasonable access to the site for refuse collection and fire tendering. This is considered unnecessary given that there is a bin store located adjacent to the site entrance which is within acceptable carry distances of the public highway as set out in the Building Regulations and Refuse Storage guidance note (2015). The issue of fire access has been discussed with Building Control and it appears that the access road would need to be widened and possibly strengthened in order to get fire tenders within 45m of all properties. This land is within County Council ownership and a grampian condition is suggested to address this requirement. Alternative technical solutions such as the inclusion of sprinkler systems may need to be incorporated within the finished scheme to reduce risk.

10. Conclusions

10.1 The redevelopment of the garages for residential purposes would bring the land into productive use and assist the Borough Council in the overall supply of new homes required under Policy CS17 of the Core Strategy. The layout and design approach is considered to be satisfactory providing a high standard of development and one which does not prejudice either the amenity of neighbouring property nor matters of highways safety under Policies CS8 and CS12 of the Core Strategy and Saved Appendix 3 of the Local Plan.

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

Conditions

No	Condition
1	<p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>No development shall take place until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details. Please do not send materials to the council offices. Materials should be kept on site and arrangements made with the planning officer for inspection.</p> <p>Reason: To ensure a satisfactory appearance to the development in accordance with Policy CS12 of the Core Strategy</p>
3	<p>The development, hereby approved, shall not be occupied until full details of facilities for the storage of refuse shall have been submitted to and approved in writing by the local planning authority. The approved facilities shall then be</p>

	<p>provided before the development is first brought into use and they shall thereafter be permanently retained unless otherwise agreed in writing with the local planning authority.</p> <p>Reason: To accord with Policy CS12 of the Core Strategy.</p>
4	<p>The dwellings hereby approved shall not be occupied until the access between the application site and the highway has been widened to a minimum width of 3.7m</p> <p>Reason: To ensure that appropriate access is made to the perimeter of the site in the interests of fire safety and in accordance with Policies CS8 and CS12 of the Core Strategy.</p> <p>INFORMATIVE</p> <p>Part B of the Building Regulations states that there should be vehicle access for a pump appliance to within 45m of all points within the dwelling. The current plans do not appear to demonstrate that this requirement is met in relation to Plot 5.</p>
5	<p>Prior to the commencement of the development hereby permitted a Phase I Report to assess the actual or potential contamination at the site shall be submitted to and approved in writing by the local planning authority. If actual or potential contamination and/or ground gas risks are identified further investigation shall be carried out and a Phase II report shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. If the Phase II report establishes that remediation or protection measures are necessary a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>For the purposes of this condition:</p> <p>A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.</p> <p>A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.</p> <p>A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development.</p>

6	<p>All remediation or protection measures identified in the Remediation Statement referred to in Condition 5 shall be fully implemented within the timescales and by the deadlines as set out in the Remediation Statement and a Site Completion Report shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any part of the development hereby permitted.</p> <p>For the purposes of this condition a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It shall contain quality assurance and validation results providing evidence that the site has been remediated to a standard suitable for the approved use.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development.</p> <p>Informative:</p> <p>Paragraph 121 of the NPPF states that all site investigation information must be prepared by a competent person. This is defined in the framework as 'A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.' Contaminated Land Planning Guidance can be obtained from Regulatory Services or via the Council's website www.dacorum.gov.uk</p> <p>Un-expected Contaminated Land Informative In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority with all works temporarily suspended because, the safe development and secure occupancy of the site lies with the developer.</p> <p>Construction Hours of Working – (Plant & Machinery) Informative In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1830hrs on Monday to Saturdays, no works are permitted at any time on Sundays or bank holidays.</p> <p>Construction Dust Informative Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.</p> <p>Noise on Construction/Demolition Sites Informative The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.</p>
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7	<p>The development hereby permitted shall not be occupied until the arrangements for vehicle parking, circulation, loading and unloading shown on Drawing No. 100/PL1 shall have been provided, and they shall not be used thereafter otherwise than for the purposes approved.</p> <p>Reason: To ensure the adequate and satisfactory provision of off-street vehicle parking facilities in accordance with Policies CS8 and CS12 of the Core Strategy and Saved Appendix 5 of the Local Plan 1991-2011.</p>
8	<p>The development shall be carried out in accordance with the Sustainable Drainage Strategy by David French Partnership, Reference 15487/KL and dated 7th September 2018 and shall thereafter be retained fully in accordance with the approved details.</p> <p>Reason: To ensure that the site is subject to an acceptable drainage system serving the development in accordance with Policy CS31 of the Core Strategy.</p>
9	<p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>100/ PL1 - Proposed Site Plan 101/ PL1 - Proposed Elevations 102/ PL1 - Proposed Floor Plan 103/ PL1 - Proposed Floor Plan Sustainable Drainage Strategy</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>

Appendix A

Consultation responses

Hertfordshire County Council Archaeology Unit

While the proposed development is of a relatively large size and scale it is outside the historic core of Bovington, and therefore likely to be outside the extent of earlier post-medieval occupation. Furthermore, there are no records nearby on the Hertfordshire Historic Environment Record to suggest that the location has potential for earlier remains.

In this instance, therefore, I consider that the development is unlikely to have a significant impact on heritage assets of archaeological interest, and I have no comment to make upon the proposal.

Hertfordshire County Council Growth and Infrastructure

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 2 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.

Hertfordshire County Council Highways Section:

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:

1. Passing Bay and Emergency Vehicle Access:

No development shall commence until full details (in the form of scaled plans and / or written specifications) have been submitted to and approved in writing by the Local Planning Authority to illustrate the following:

- a. A passing bay on the grass verge between the site and the road on Hyde Meadows to allow for vehicles to safely enter and exit the site.
- b. Swept path analysis to display that emergency vehicles and refuse vehicles are able to safely manoeuvre and turn around within the site

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

2. Construction Management Plan:

No development shall 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 Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements
- 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;
- g. 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 in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

COMMENTS / ANALYSIS:

The proposals in the application consist of the demolition of 19 single-storey garages and the construction of five x two-bedroom dwellings with off-street parking and private rear gardens at the same site. The site is located between 19 and 21 Hyde Meadows in Bovington. A Design Statement (DS) and plans and drawings of the proposed and existing site have been provided alongside the application form.

ACCESS ARRANGEMENTS:

There are no proposals to change the access to the site. The site is currently accessible from Hyde Meadows which is an unclassified local access road with a speed limit of 30mph and highway maintainable at public expense. An access lane that runs across the green on Hyde Meadows connects the site to the road. The access lane is highway maintainable at public expense until it reaches the site boundary. The site can also be

accessible from approximately five other surrounding dwellings which currently use the site to access Hyde Meadows. Hertfordshire County Council (HCC) as Highway Authority therefore recommends that a passing bay on the grass verge between the site and the road, which is in the ownership of Dacorum Borough Council (DBC), is constructed to allow vehicles to safely pass each other whilst entering or leaving the site.

PARKING AND MANOEUVRABILITY:

It is assumed that the proposed pavement route along the North West boundary of the site will be on the same level as the semi-private road surface in the site. If so, then an appropriate amount of space has been provided for cars to manoeuvre to and from the parking spaces proposed. In the application form for the proposed changes, the existing level of parking is identified as 19 parking spaces, and a total of four parking spaces proposed (including retained spaces), meaning a difference in -15. However, the proposed site layout drawing (drawing number 100) identifies 11 proposed parking spaces at the site, with two per house and an additional visitor parking space, and HCC assumes that this is the actual level of parking proposed. The level of parking proposed is not in accordance with DBC's parking provision standards, with 1.5 car parking spaces per two-bedroom dwelling in parking zone 4 being the Borough's maximum allowance, which equates to 8 parking spaces at the proposed site. HCC therefore recommends that the level of parking is lowered and alternative, sustainable modes of transport are encouraged instead in accordance with the current Local Transport Plan. However DBC is the parking authority for the district and therefore should ultimately be satisfied with the level of parking.

EMERGENCY VEHICLE ACCESS:

The proposed site layout drawing shows that plots 1, 2, 3, and half of 4 are within the recommended 45m distance from emergency vehicle access. Therefore, HCC recommends that swept path analyses are produced to indicate that emergency vehicles are able to turn around in the northern corner of the site. This would enable emergency vehicle access to be within 45 metres from all dwellings. This would adhere to guidelines as recommended in 'MfS', 'Roads in Hertfordshire: Highway Design Guide' and 'Building Regulations 2010: Fire Safety Approved Document B Vol 1 – Dwellinghouses'.

REFUSE / WASTE COLLECTION:

The proposed site layout drawing shows the location of the proposed bin collection point to be within 25m of the kerbside and within 30m of all dwellings. As mentioned regarding emergency vehicles, HCC also recommends a swept path analysis is produced to demonstrate that refuse vehicles are able to turn around within the site. The collection method must be confirmed as acceptable by DBC waste management.

TRIP GENERATION AND DISTRIBUTION:

There is no information provided with the application regarding existing or proposed trip generation and trip distribution. The existing site, whilst having 19 garages, is currently being used for storage. HCC notes that the trips generated by five x two-bed dwellings are unlikely to be considerably more than the existing 19 garages, and are therefore unlikely to have a significant impact on the highway network.

ACCESSIBILITY AND SUSTAINABILITY:

The DS notes that there are multiple bus stops, within walking distance from the site, which are served by routes 1A, 51, 352, and 730. These services connect the site to Hemel Hempstead, High Wycombe, Chipperfield, Watford, Uxbridge, and London. The station is approximately a 15-minute cycle from the site, however there are considerable

changes in gradient between the two. The 352 bus connects the site to Hemel Hempstead railway station in 12-minutes, which is only marginally longer than driving to the station. Hemel Hempstead railway station is approximately three miles away from the site, which has direct services to Watford, Kings Langley, and London Euston.

CONCLUSION:

HCC as Highway Authority considers that the proposal would not have an unacceptable impact on the safety and operation of the surrounding highway network. Therefore, HCC has no objections on highway grounds to the application, subject to the inclusion of the above planning conditions.

Conservation and Design:

The application site is within the village of Bovingdon and lies just outside the Conservation Area boundary. The Conservation Area is located to the north-east of the site.

The proposed dwellings are 2 storey, modestly scaled and are of brick construction but with a certain amount of contemporary design detail. As such the proposal is considered to preserve the setting of the Bovingdon Conservation Area in accordance with Policy CS27 of the Core Strategy. There would be no objection to the proposals.

Environmental Health - Contaminated Land Officer:

Please be advised that we have no objection to the proposed development in relation to Land Contamination.

However, having given adequate consideration to the submitted Design Statement and with the development located on a former contaminated land use i.e. coal yard, the following planning condition and informative are recommend should planning permission be granted.

1a). Contaminated Land Condition

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

For the purposes of this condition:

- A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.

- A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.
- A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.

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

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

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

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

Informative:

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

2). Un-expected Contaminated Land Informative

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

3). Construction Hours of Working – (Plant & Machinery) Informative

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

4). Construction Dust Informative

Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual

monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

5). Noise on Construction/Demolition Sites Informative

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

Appendix B

Neighbour notification/site notice responses

Objections

19 Hyde Meadow

We strongly object to this development on 3 grounds.

1) The development is not in keeping with the "street scene" as Hyde Meadows is made up of semi detached properties with the exception of two terraces of four houses. There are no terraces of 5 in the whole street. We feel two semi detached properties totalling four properties would be a much better use of space and much more in keeping with the street scene. The proposals would be out of character contrary to Policy CS11 of the Core Strategy

2) We personally are going to have 5 new properties directly overlooking our garden and the rear of our property. We feel the proposal falls short once again on Policy CS12 of the Core Strategy and does not avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties.

3) We feel the proposal does not provide safe access and sufficient parking.

21 Hyde Meadow

I have the following concerns/objections:

1: the proposals would prevent access to existing properties

2: the proposed properties not in keeping with area

3: the proposals would result in the overlooking of property and a resulting loss of privacy.

4: lack of privacy.

5: the impact of development on noise levels .

6. the access to the property will be detrimental to highways safety

7; the impact of development on local services .

8: the adequacy of parking in the area .

9: that the proposals will have a negative impact on my property whilst work is being done

10: that I would not be able to access my drive

Whilst I agree that there is a huge need for more housing the squeezing of families into a small area is not socially acceptable.

I was lucky enough to have a great opportunity to live and bring up my children in a wonderful place with ample space. The development is all cramped and overdeveloped.

72 High Street

The proposal is supported in principle and most details. However, it is noted that there are issues of surface water drainage still to be determined and we are concerned about such matters. We would also strongly challenge the appropriateness of providing a single parking place in an area that is now laid to grass. This single space is likely to collect rubbish by the kerbs and will be a magnet for abandoned vehicles. This grass area should be retained.

43 Ryder Close

As a local resident whose neighbouring property backs directly on to the proposed site, my family and I will be considerably and adversely affected by the development of the garages in Hyde Meadows to provide 5 two-bedroom terraced houses. Of most concern to us is the inevitable loss of privacy that will undoubtedly ensue.

The ground level of the proposed development site is approximately 2 metres above the ground level of my existing property. Therefore, habitable rooms at the rear of the proposed development will certainly overlook and look down into the habitable rooms of my property. The ground floor habitable rooms of the proposed houses will have an unobstructed view of the 1st floor bedrooms of my property.

It is apparent from the diagrams on Watford Community Housing's public consultation proposals for the garage site in Hyde Meadows, that the impact of the proposed development on my property has not been taken into account. The proposed site plan incorrectly shows the rear walls of existing properties in Ryder Close as having the same building line. My property extends a further 5 metres into the garden than neighbouring plots. Therefore, any distances calculated between the rear of my property and the rear of the proposed houses in the drawings will be incorrect. Additionally, the existing elevations in the South East elevation diagram are incorrect. This diagram gives the impression that the houses in Ryder Close are of the same elevation as those of No 21 Hyde Meadows. The elevations (level/height) of the Ryder Close properties are considerably lower than the properties in Hyde Meadows (nos. 21 & 23). My property and that of my neighbour are significantly lower than that of Nos. 21 & 23 Hyde Meadows and lower than the neighbouring houses in Ryder Close affected by the proposal.

A key deciding factor in the purchase of our property was that the rear of the house was secluded and quiet as both my spouse and I frequently work from home in our professional occupations. The proposal to build 5 two-bed terraced homes in a compact area directly behind my property will mean that we will be significantly overlooked (and looked down upon), and likely to experience noise nuisance from what could conceivably be up to twenty people and their vehicles. This would be further exacerbated by the fact that there is not dual access planned for this site. Vehicles would, therefore, be required to use this area to turn.

The ground by the garages directly behind my property in Hyde Meadows is liable to flooding and has flooded on at least half a dozen occasions since we moved in to our property. What consideration has been given to ensuring that development of any kind

on this land does not create a flood risk to my property?

There is also a risk that any development work undertaken causes outbuildings at the rear of my garden to collapse.

What consideration has been given to both the distances and level (slope) between the windows of habitable rooms of the proposed development and my property and how would potential loss of privacy and introduction of noise pollution be avoided?

What consideration has been made to mitigate flood and subsidence risk to my property?