

4/00628/19/FUL	DEMOLITION OF GARAGES AND CONSTRUCTION OF TWO 2-BEDROOM HOUSES AND ONE 1-BEDROOM HOUSE AND ASSOCIATED PARKING AND LANDSCAPING, REFUSE AND RECYCLING BIN STORE AND DRAINAGE WORKS.
Site Address	GARAGE SITE, GREAT HEART, HEMEL HEMPSTEAD
Applicant	Mr Burnham, Thrive Homes
Case Officer	Shane O'Donnell
Referral to Committee	The application has been referred to committee in view of the Councils interest in the site.

Recommendation

- 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 Hemel. The residential scheme is well designed having careful regard to the topography of the area 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 application site is comprised of 25 lock up garages sited to the rear of Great Heart within Hemel Hempstead and the designated character area of Highfield. The site slopes severely from west to east. The site is located to the rear of houses along Cattsdell and to the rear of houses along Great Heart.

4. Proposal

4.1 The proposal is for the erection of terrace of dwellings incorporating two 2 bedroom houses and 1 one bedroom house within a terrace including parking, landscaping and refuse bins following demolition of the existing 25 lock up garages. The proposed dwellings would be two storey with hipped roofs and staggered sitings in terms of height.

Relevant history

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.

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)

Constraints

CIL Zone 2

Highfield Character Area

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.

Principle of Development

9.2 The proposal is for three new residential dwellings in Hemel Hempstead. According to Policy CS2 of Dacorum's Core Strategy states that:

"Development sites will be chosen in accordance with the following sequence and priorities:

A. Within defined settlements on:

1. Previously developed land and buildings;
2. Areas of high accessibility; and
3. Other land

in all cases where this does not conflict with other policies,"

9.3 Policy CS10 of Dacorum's Core Strategy states that: "At the broad settlement level, development should: (c) promote higher densities in and around town centres and local centres;"

Saved Policy 10 of the Saved Local Plan states that:

"Vacant or underused land and buildings should be brought into the appropriate use(s) as soon as practicable through new building, conversion, adaptation or other alteration."

Paragraph 49 of the NPPF advises that:

'Housing applications should be considered in the context of the presumption in favour of sustainable development'.

9.3 The proposal would provide a mix of additional housing within Hemel Hempstead which would outweigh the social utility of existing garages in terms of providing minimal off street parking and storage to local residents.

9.4 The scheme would also 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.

9.5 The proposed development is therefore acceptable in principle provided that the proposal is acceptable in all other regards addressed below.

Impact on the Character of the Area

9.4 Policy CS12 of Dacorum's Core Strategy states that:

On each site development should:

g) respect adjoining properties in terms of:

- i. layout;
- ii. security;
- iii. site coverage;
- iv. scale;
- v. height;
- vi. bulk;
- vii. materials; and
- viii. landscaping and amenity space.

Policy CS11 of Dacorum's Core Strategy states that:

Within settlements and neighbourhoods, development should:

- (a) respect the typical density intended in an area and enhance spaces between buildings and general character;
- (b) preserve attractive streetscapes and enhance any positive linkages between character areas;
- (c) co-ordinate streetscape design between character areas;
- (d) protect or enhance significant views within character areas;
- (e) incorporate natural surveillance to deter crime and the fear of crime; and
- (f) avoid large areas dominated by car parking.

9.5 The proposed development would be sited within a New Town development of semi-detached and terraced two storey dwellings. The proposed development would not face onto one of the existing streets and would represent backland development.

9.6 However, the proposed terrace of three dwellings would be two storey buildings with a simple hipped roof form and given the topography of the area, the proposed buildings would not be prominent in views from Great Heart while public views from Cattsdell would be screened by the existing terrace of dwellings along Cattsdell. Hence it is considered that the proposed development would not be prominent in its surroundings and the simple design of the buildings would not be out of character with neighbouring dwellings.

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 Neighbouring Properties

9.6 The 3 proposed buildings would be located on a site that slopes severely from west to east. To the west of the site, there are the dwellings of Nos. 14, 16, 18, 20 Great Heart. The first floor side elevation of Unit 1 is sited 1.5 metres from the rear boundary

of No.18 and 11 metres from No. 18's rear elevation. However, given the change in levels on site, Unit 1 would have the relative impact of a single storey structure with a hipped roof along the rear boundaries of Nos, 16 and 18. The only first floor side window proposed of Unit 1 that would face westwards would be a landing window that by way of planning condition could be obscure glazed and fixed shut.

9.7 Hence given the relative change in levels and a condition obscure glazing the proposed window, it is considered the proposed development would not result in any significant harm to the amenities of neighbouring properties Nos. 14, 16, 18, 20 Great Heart either through a loss in daylight or sunlight, privacy or outlook.

9.8 The proposed development is also bordered by residential dwellings to the east and in this case the relative change in levels would mean that the two storey proposed dwelling Unit 3 is sited at a significantly higher level to Nos. 63, 65, 67, 69 Catts dell and the first floor side elevation of Unit 3 would be 17 metres from the rear elevation of Nos. 65 and 67. However, the existing garages would have a presence along the rear boundaries of Nos. 63, 65, 67, 69 part forming their rear boundary.

9.9 Furthermore, the first floor side elevation of Unit 3 would be set 2.5 metres from the rear boundaries with Nos. 65, 67 hence the proposed unit would not break a 25 degree line from the ground floor rear elevations of these neighbouring units. Given the distance off the shared boundary of the proposed unit, the existing built relationships, and a condition obscure glazing the proposed first floor bathroom window of Unit 3, it is considered the proposed development would not result in any significant harm to the amenities of neighbouring properties Nos. 63, 65, 67, 69 Catts dell or other neighbouring properties either through a loss in daylight or sunlight, privacy or outlook.

9.10 It is therefore considered that the proposed development would not represent significant harm to the residential amenities of neighbours to the site in accordance with Policy CS12 and Saved Appendix 3.

Highway Safety and Access

9.11 Policies CS8 and CS12 of the Core Strategy seek to ensure that any new development provides a safe and satisfactory means of access for all users. Paragraph 91 of the NPPF (2019) states that planning decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible.

9.12 The proposed development would utilise the existing access to the garage block and it is considered that the existing access would have sufficient width and pedestrian access via a sharing southern side of the access road via a section 278 agreement with the Highway Authority. The proposed layout would also allow for adequate manoeuvring of vehicles within the sites. No Objections on the grounds of access or layout are raised by the County Highway Authority. It is therefore considered that the proposed development will not have a detrimental impact on the safety and operation of the adjoining highways. The proposal therefore complies with Policies CS8 and CS12 of the Core Strategy (2013).

Parking

9.13 The site lies outside Zone 1 and 2 hence the maximum parking requirement is 1.25 spaces per 1 bedroom dwelling and 1.5 spaces per 2 bedroom dwellings according to

Saved Appendix 5 of the Local Plan. The proposed development would provide 6 off-street parking spaces which would appear to be adequate to meet the demand of future occupiers especially given the accessible location of the proposed development, a 10 minute walk from the High Street and 20 minutes from the Hemel Hempstead town centre and therefore with good access to local public transport. The existing paving blocks to the north of the site that are occasionally used for overspill parking by neighbouring residents and would be retained.

Contaminated Land

9.14 Due to the previous land use (garages) the site is considered to reside within an area of potentially contaminative former land use. The applicant has submitted a Contamination Land Risk Assessment which has been assessed by The Council's Contaminated Land Officer. No objection to the proposal is raised subject to condition.

S106 and Planning Obligations

9.15 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

9.16 The site is within Flood Zone 1 (i.e. low probability of flooding). An informative regarding the application of SUDS is attached to this recommendation.

9.17 1 Except for Unit 3, the rear amenity spaces would have a depth of garden of at least 11.5m in accordance with Council's standards for new residential units. However given the site's sustainable location and close proximity to neighbouring parks and green open space, this shortfall is considered acceptable.

9.18 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.

9.19 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).

9.20 The alterations to the proposed access and the creation of new kerb would allow for pedestrian access to the site and access for emergency vehicles.

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>Prior to the erection of any structure above ground level, details of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be 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.</p>
3	<p>No development shall take place until 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 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 129 of the Dacorum Borough Local Plan 1991-2011.</p>
4	<p>(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:</p> <p>(i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;</p> <p>(ii) The results from the application of an appropriate risk assessment methodology.</p> <p>(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.</p> <p>(c) This site shall not be occupied, or brought into use, until:</p>

	<p>(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.</p> <p>(ii) 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 Core Strategy (2013) Policy CS32.</p>
5	<p>Any contamination, other than that reported by virtue of Condition 4 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 Core Strategy (2013) Policy CS32.</p>
6	<p>No development above ground level 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:</p> <ul style="list-style-type: none"> 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 <p>Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Core Strategy (2013) Policy CS8.</p>
7	<p>Prior to demolition works commencing a Demolition Method Statement shall be submitted to and approved in writing by the Local Planning Authority for a</p>

	<p>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.</p> <p>Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Core Strategy (2013) Policy CS8.</p>
8	<p>The development hereby permitted shall not be occupied until the arrangements for vehicle parking, circulation, loading and unloading shown on Drawing No. 407-110 Rev P1 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>
9	<p>The windows at first floor level in the side elevations of the dwellings Unit 1 and Unit 3 identified on Drawing No. 407-114 Rev P2 (proposed layout and roof plan) hereby permitted shall be non-opening below a height of 1.7m from finished floor level and shall be permanently fitted with obscured glass.</p> <p>Reason: In the interests of the amenity of adjoining residents in accordance with Policy CS12 of the Dacorum Core Strategy 2013.</p>
10	<p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>407/115 407/114 407/113 407/112 407/111 407/110 407/101</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p> <p>INFORMATIVES</p> <p>Article 35</p> <p>Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant during the pre-application stage to resolve issues with the scheme. The Council has therefore acted in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.</p>

<p>Extent of Highway: Information on obtaining the extent of public highway around the site can be obtained from the HCC website: www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx.</p> <p>Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx or by telephoning 0300 1234047.</p>
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Appendix A

Consultation responses

Hertfordshire County Council Highways Section:

Proposal

Demolition of garages and construction of two 2-bedroom houses and one 1-bedroom house and associated parking and landscaping, refuse and recycling bin store and drainage works.

Decision

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. 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; and
- 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).

HIGHWAY INFORMATIVES:

Hertfordshire County Council (HCC) as Highway Authority recommends inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1) Extent of Highway: Information on obtaining the extent of public highway around the site can be obtained from the HCC website: www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx.

AN2) Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

COMMENTS / ANALYSIS:

The proposals in the application consist of the demolition of the existing 25 garages at the site and the construction of three new residential dwellings, consisting of two x 2-bedroom, one x 3-bedroom dwellings, and six parking spaces. The site is located at Great Heart, Hemel Hempstead.

A Design and Access Statement (DAS), Transport Appraisal (TA), and plans and drawings for the proposals have been submitted alongside an application form.

ACCESS ARRANGEMENTS:

The site is currently accessible from an access road off of Great Heart, between numbers 24 and 37. Great Heart is an unclassified local access road with a speed limit of 30mph and highway maintainable at public expense. The access road to the site is privately owned and maintained. The pedestrian pavement on the southern side of the access road is proposed to become shared use. Any areas of shared use should be clearly signed to enable safe access to the site for pedestrians and cyclists.

In relation to any works required on highway land, the applicant would need to enter into a section 278 agreement as mentioned in the highway informative above.

HCC considers the proposed access arrangements to the site as acceptable.

PARKING AND MANOEUVRABILITY:

The existing site consists of 25 single garages and the proposals include six parking spaces, which would therefore be a reduction of 19 parking spaces at the site. The maximum parking spaces for a two x two-bedroom and one x three-bedroom dwellings in Dacorum Borough Council's (DBC) parking zone 4 would be 5.25 parking spaces in accordance with DBC's parking policy. Whilst the proposed six parking spaces are slightly more than that, HCC deems the level of proposed parking as appropriate for the

development's location.

The applicant is reminded that DBC is the parking authority for the borough and therefore should ultimately be satisfied with the level of parking. All parking spaces are encouraged to be 5 metres x 2.5 metres in accordance with upcoming changes to HCC's Roads in Hertfordshire guidance.

In the TA it is acknowledged that there is an area of informal parking which can accommodate approximately eight parked cars to the northern side of the access road. It is later proposed that these will be formalised to become seven parking spaces at the site. As with the six parking spaces for the dwellings, HCC encourages that all parking spaces are 5 metres x 2.5 metres. The TA also stated that the existing garages at the site have been vacant since 1st April 2018, and were mainly used for storage. The implication is that the proposed development would have negligible impact on the parking in the local area, especially with the proposals to formalise the informal parking area for seven parking spaces.

EMERGENCY VEHICLE ACCESS:

The proposed dwellings are recommended to be within the recommended 45m distance from emergency vehicle access to adhere with guidance in Roads in Hertfordshire: Highway Design Guide and Building Regulations 2010: Fire Safety Approved Document B Vol 1 Dwellinghouses. The layout in drawing number X621-PL-SK-001 demonstrates that alterations have been made to the internal access road to allow for emergency vehicle access to the site.

REFUSE / WASTE COLLECTION:

Swept path analysis drawings have been provided in the appendices of the TA in drawing number X621-PL-SK-001, which demonstrate that refuse vehicles are able to be within 25m from the bin store and exit the site in a forward gear. It is recommended that bin collection points are also within 30m of all dwellings. The collection method must be confirmed as acceptable by DBC waste management.

TRIP GENERATION AND DISTRIBUTION:

The trip generation for the site has been calculated in the TA using TRICS data, which showed that the proposals are unlikely to have a significant impact on the highway network.

ACCESSIBILITY AND SUSTAINABILITY:

The proposals include a shed for bike storage for each dwelling. Hemel Hempstead High Street is a 5 minute cycle from the site, and whilst there are no off-road cycle routes, the route is along residential streets. The High Street is a 10-minute walk from the site, and Hemel Hempstead town centre is approximately a 20-minute walk away.

The site is well situated with regards to public transport, with three different pairs of bus stops (one in each direction in three locations) all within a five minute walk from the site. All of them are served by numerous services that connect the site to other areas within Hemel Hempstead, including Hemel Hempstead railway station. The railway station can be accessed from the site within 20 minutes by bus. Other key employment areas including Marlowes and Maylands are accessible within 15-20 minutes by bus.

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 condition.

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 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.

I trust the above is of assistance if you require any further information please contact me or the planning obligations team (growth@hertfordshire.gov.uk).

Environmental Health (Contaminated Land)

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.

The applicant has identified the need to consider the potential for land contamination to be affecting the application site and the Phase I report that was submitted to that end is appropriate. The recommendation within that report for an intrusive ground investigation is also considered appropriate and so the following contaminated land planning conditions and informatives are recommended if permission is granted.

Environmental Health (Air Quality)

No objections on noise or air quality grounds.

Trees

The application proposes the demolition of garages and construction of two 2-bedroom houses and one 1-bedroom house. According to the information no trees are proposed for removal and no trees will be adversely affected. Consequently, I have no concerns and recommend approval of the application.

HCC Fire and Rescue Service

I refer to the above mentioned application and am writing in respect of planning obligations sought by the County Council towards fire hydrants to minimise the impact of development on Hertfordshire County Council Services for the local community.

Based on the information provided to date we would seek the provision of fire hydrant(s), as set out within HCC's Planning Obligations Toolkit. 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.

All developments must be adequately served by fire hydrants in the event of fire. The

County Council as the Statutory Fire Authority has a duty to ensure firefighting facilities are provided on new developments. HCC therefore seek the provision of hydrants required to serve the proposed buildings by the developer through standard clauses set out in a Section 106 legal agreement or unilateral undertaking.

Buildings fitted with fire mains must have a suitable hydrant provided and sited within 18m of the hard-standing facility provided for the fire service pumping appliance.

The requirements for fire hydrant provision are set out with the Toolkit at paragraph 12.33 and 12.34 (page 22). In practice, the number and location of hydrants is determined at the time the water services for the development are planned in detail and the layout of the development is known, which is usually after planning permission is granted. If, at the water scheme design stage, adequate hydrants are already available no extra hydrants will be needed.

Section 106 planning obligation clauses can be provided on request.

Justification

Fire hydrant provision based on the approach set out within the Planning Obligations Guidance - Toolkit for Hertfordshire (Hertfordshire County Council's requirements) document, which was approved by Hertfordshire County Council's Cabinet Panel on 21 January 2008 and is available via the following link:
www.hertsdirect.org/planningobligationstoolkit

The County Council seeks fire hydrant provisions for public adoptable fire hydrants and not private fire hydrants. Such hydrants are generally not within the building site and are not covered by Part B5 of the Building Regulations 2010 as supported by Secretary of State Guidance "Approved Document B".

In respect of Regulation 122 of the CIL Regulations 2010 the planning obligations sought from this proposal are:

(i) Necessary to make the development acceptable in planning terms.

Recognition that contributions should be made to mitigate the impact of development are set out in planning related policy documents. The NPPF states "Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Conditions cannot be used cover the payment of financial contributions to mitigate the impact of a development (Circular 11/95: Use of conditions in planning permission, paragraph 83).

All developments must be adequately served by fire hydrants in the event of fire. The County Council as the Statutory Fire Authority has a duty to ensure firefighting facilities are provided on new developments. The requirements for fire hydrant provision are set out with the Toolkit at paragraph 12.33 and 12.34 (page 22).

(ii) Directly related to the development;

Only those fire hydrants required to provide the necessary water supplies for firefighting purposes to serve the proposed development are sought to be provided by the developer. The location and number of fire hydrants sought will be directly linked to

the water scheme designed for this proposal.

(iii) Fairly and reasonable related in scale and kind to the development.

Only those fire hydrants required to provide the necessary water supplies for firefighting purposes to serve the proposed development are sought to be provided by the developer. The location and number of fire hydrants sought will be directly linked to the water scheme designed for this proposal.

I would be grateful if you would keep me informed about the progress of this application so that either instructions for a planning obligation can be given promptly if your authority is minded to grant consent or, in the event of an appeal, information can be submitted in support of the requested provision.

Appendix B

Neighbour notification/site notice responses

Objections

18 Great Heart

Following your recent letter sent on 21.03.2019. I would like to express my disapproval for this development .In my opinion the proposed houses will bring more congestion around our street with not enough parking spaces already.Also will invade our privacy by overlooking our back garden. At the moment the existing houses are close enough .

63 Cattsdell

This area has woefully inadequate parking already. Building new homes will increase this problem. As I understand the garage roofs are asbestos, which is best left alone, what will be done to limit the risks. I fully understand the need for affordable housing but cramming so many people into smaller and smaller area is creating future problems.