

4/02450/18/FUL	DEMOLITION OF EXISTING GARAGES AND CONSTRUCTION OF A 4-BED BUNGALOW AND SIX 2-BED FLATS WITH AMENITY SPACE AND OFF STREET PARKING
Site Address:	AMENITY LAND AND GARAGE SITE, LONG ARROTTS, HEMEL HEMPSTEAD
Applicant:	Watford Community Housing
Case Officer:	Martin Stickley
Referral to Committee:	Council Interest

1. Recommendation

1.1 That planning permission is **GRANTED** subject to conditions set out in this report.

2. Summary

2.1 The principle of providing seven affordable units on this site which constitutes previously developed land and amenity land within the urban area of Hemel Hempstead is found to be acceptable. The design, scale and layout of the proposal raises no concerns. The proposed external amenity areas and parking/access arrangements are considered acceptable. The living conditions of the neighbouring residents would not be compromised.

2.2 As such, the proposal is considered acceptable in accordance with Policies CS4, CS11, CS12 and CS17 of the Dacorum Borough Core Strategy (2013); saved Policies 10 and 116 of the Dacorum Borough Local Plan (2004) and Paragraph 118 (d) of the National Planning Policy Framework (2019).

3. Site Description

3.1 The application site primarily comprises an 'L-shaped' area of unkempt amenity land, located at the end of Long Arrotts, south of Galley Hill in Hemel Hempstead. The amenity land comprises a number of semi-mature and mature trees, along with shrubs and hedges. The site also encompasses a garage court situated between the rear of 68-70 Long Arrotts and 14-16 Sleets End. The garage court is accessed from either the east (pedestrian footpath linking to Manscroft Road) or west (vehicular access connecting to the top of Long Arrotts).

3.2 The surrounding area is primarily characterised by c. 1950's terraced properties and rows of larger three-storey terraced town houses. There are also blocks of flats within proximate distance (e.g. Pescot Hill). To the east of the site there is a hall (scout hut) with an access to the garage court. To the north there is a single detached dwelling, which appears at odds with the overall character of the area.

4. Proposal

4.1 Planning permission is sought for the demolition of the garages and the construction of seven residential units (comprising six 2-bedroom flats and a one 4-bedroom bungalow). The flats would accommodate an average floor area of approximately 61m², whilst bungalow would have a floor area of 103.3m². The block of flats would be sited on the amenity land and the bungalow on the garage block area.

4.2 In the northern section of the site, an area of hardstanding would provide 14 parking spaces for the six flats. The bungalow would be provided with two spaces adjacent to the property. An area of amenity land would be retained in the western section of the site, beneath the existing trees. It is proposed that the current access is retained from Long Arrotts, but the footway leading to the garage block is turned into a level or 'shared' surface to allow for a wider access.

5. Relevant Planning History

5.1 None.

6. Relevant Policies

6.1 National Planning Policies

National Planning Policy Framework

- Section 8 - Promoting healthy and safe communities
- Section 12 - Achieving well-designed places

6.2 Local Planning Policies

Dacorum Borough Core Strategy

- NP1 - Supporting Development
- CS1 - Distribution of Development
- CS4 - The Towns and Large Villages
- CS8 - Sustainable Transport
- CS9 - Management of Roads
- CS10 - Quality of Settlement Design
- CS11 - Quality of Neighbourhood Design
- CS12 - Quality of Site Design
- CS13 - Quality of Public Realm
- CS17 - New Housing
- CS18 - Mix of Housing
- CS29 - Sustainable Design and Construction
- CS35 - Infrastructure and Developer Contributions

Dacorum Borough Local Plan (Saved Policies)

- Policy 10 - Optimising the use of Urban Land
- Policy 18 - Size of New Dwellings
- Policy 21 - Density of Residential Development
- Policy 51 - Development and Transport Impacts
- Policy 57 - Provision and Management of Parking
- Policy 58 - Private Parking Provision
- Policy 99 - Preservation of Trees, Hedgerows and Woodlands
- Policy 116 - Open Land in Towns and Large Villages
- Policy 129 - Storage and Recycling of Waste on Development Sites

- Appendix 1 - Sustainability Checklist
- Appendix 3 - Layout and Design of Residential Areas
- Appendix 5 - Parking Provision Appendices

6.4 Supplementary Planning Guidance/Documents

- Accessibility Zones for the Application of Car Parking Standards (2002)
- Area Based Policies - HCA6 Gadebridge (2004)
- Manual for Streets (2010)
- Planning Obligations (2011)
- Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
- Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)
- Strategic Housing Market Assessment (February 2016)

7. Constraints

- Residential Area

8. Representations

Consultation Responses

8.1 These are reproduced in full in Appendix A.

Neighbour Notification/Site Notice Responses

8.2 These are reproduced in full in Appendix B.

9. Considerations

Key Issues

9.1 The main issues of relevance to application are as follows:

- The policy and principle justification for the residential development;
- The impact on residential amenity;
- The impact on highway safety and car parking; and
- The quality of design and impact on visual amenity.

Principle of Development

9.2 The application site is located within the residential area of Hemel Hempstead. It is not an allocated housing site and is therefore considered a 'windfall site'. Dacorum's Core Strategy (Policy CS1) states that Hemel Hempstead will be the focus for homes and directs residential development to the towns and established residential areas (see Policy CS4).

9.3 The site is formed of two parts. The smaller south-eastern section is currently a garage court, considered as 'previously developed land'. The National Planning Policy Framework (the 'Framework') encourages the provision of more housing within towns

and the effective re-use of previously developed land.

9.4 The larger north-western section of the site comprises an area of undeveloped non-designated 'Open Land'. Saved Policy 116 refers to the consideration of the local contribution of such areas of non-designated Open Land:

9.5 *"Proposals to develop on other open land in towns and large villages will be assessed on the basis of the local contribution the land makes to leisure facilities, townscape, visual amenity, nature conservation and the general environment."*

9.6 Character Area Appraisal HCA6 (Gadebridge) states that the loss of areas of amenity land to development will not normally be permitted unless it can be demonstrated that the loss if the land will not unduly harm the character and appearance of the area.

9.7 The site forms part of a quite attractive and extensive network of amenity areas, which together form part of the intrinsic character of the original 'New Town' neighbourhoods. However, whilst the site has some contribution to the local area, it is not felt that the proposal would significantly harm the prevailing character of the area or the townscape.

9.8 The proposal would make a contribution towards meeting the Borough's identified affordable housing need of 366 homes per annum, as acknowledged by the Council's Strategic Housing Market Assessment (SHMA) (table 2, executive summary). Of the seven proposed units, all seven (100%) would be affordable.

9.9 Taking all of the above into account, the proposal would make a valuable contribution to the Borough's existing housing stock (in accordance with Policy CS17). As such, and given that the development would be located in a sustainable location, the proposal is in accordance with Policies CS1, CS4, CS17, saved Policy 10 and the Framework. Considering this, there is no compelling objection to the principle of the proposed development.

Impact on Residential Amenity

9.10 The impact on the established residential amenity of neighbouring properties is a significant factor in determining whether the development is acceptable. Policy CS12 states that, with regards to the effect of a development on the amenity of neighbours, development should avoid visual intrusion, loss of light and loss of privacy.

Visual Intrusion and Loss of Light

Bungalow

9.11 The plans submitted with the application originally included proposals for two 2-storey semi-detached dwellings on the garage court. The ground level declines between Long Arrotts and Sleets End and the scale of the proposed units would have created an undesirable relationship between the existing/proposed properties. The original proposal was considered to be visually intrusive/overbearing on these adjacent neighbours.

9.12 This issue was presented to the Architect and the proposal was scaled-back. The semi-detached units were removed and replaced with a modest single-storey bungalow. Following these amendments, it is not felt that the proposed garage court redevelopment would be overbearing or result in any significant impacts in terms of visual intrusion or loss of light.

9.13 Several adjoining neighbours from Sleets End raised concerns over the loss of the existing 2.8m boundary wall that surrounds the garage court. This issue was raised with the Architect and it was agreed to retain the wall. Considering the limited height of the proposed bungalow, with a maximum height of 4.2m and an eaves height of 2.5m, and the scale of the existing wall, the bungalow would be largely concealed from the adjacent neighbours ground-floor windows and gardens. Further, due to the single-storey nature of the bungalow and the fact that there are no first-floor windows, it is not felt that any of the neighbours would suffer from loss of privacy or overlooking.

Flats

9.14 The block of flats has been positioned and orientated in a way that it is unlikely that any of the neighbours would be directly affected in terms of visual intrusion. The nearest residential unit (70 Long Arrotts) is situated approximately 9m from the proposed block, followed by 15.5m to the nearest property on Cooks Vennel. Neither of these properties directly face the proposed building.

9.15 There are two first-floor flank windows on 70 Long Arrotts, however, they are not primary windows and do not serve habitable rooms. There are no first-floor flank windows that would be effected on Cooks Vennel. The 3-storey building to the west of the site and comprising Nos. 67-69 Long Arrotts faces directly on to the proposed block of flats. However, due to the distance between the existing/proposed buildings (over 30m), and the fact that the large trees between the sites are being retained, it is not felt that there would be a severe impact in terms of visual intrusion.

9.16 Taking all of the above into account it is not considered that any of the surrounding units would be significantly effected in terms of loss of light or visual intrusion. Therefore, the proposal complies with Policy CS12 in this regard.

Overlooking / Loss of Privacy

9.17 A number of neighbours have objected with regards to overlooking/loss of privacy. Objections from Sleets End raised concern with potential overlooking from the originally proposed semi-detached units. The removal of these units has resolved this issue. No further objections were received in relation to overlooking from these properties following re-consultation on the amended scheme.

9.18 An adjacent property from Long Arrotts raised the following concerns: *“We feel that the rear windows of the proposed flats block will be looking directly into our garden area which again will interfere with our privacy.”* Further assessment has revealed that the proposed windows would not offer direct views into the garden area of this resident. The southern windows would face the flank wall and the eastern windows would face towards Manscroft Road. Therefore, although oblique views may be

possible from the windows, the scheme has managed to avoid direct overlooking into this garden area.

9.18 The neighbour at Cooks Vennel (which sits to the north of the site) also objected with regards to loss of privacy: *“This development will severely affect our privacy, not only will we be overlooked by the development of flats, which are 3 storeys high, we will lose privacy due to removal of trees, which currently afford us privacy and provide some security.”*

9.19 The proposed block of flats would offer no direct views into any of the windows at 4 Cooks Vennel. The minimum distance between the block of flats and the boundary to the neighbour at Cooks Vennel is approximately 21.6m. The property is situated over 30m away. Keeper’s Cottage also sits north of the development site and has a boundary that is approximately 5.5m away from the proposed northern wall of the block of flats. The original scheme would have provided direct views from the first and second floor flats into the private amenity spaces of these properties (4 Cooks Vennel and Keeper’s Cottage). Following discussions with the Architect, the scheme was adjusted to remove or obscure the first and second floor windows on the northern elevation. The amended scheme has resolved the issue of overlooking.

9.20 There would be some loss of vegetation on the neighbours boundary at Cooks Vennel and Keepers Cottage, which would open up views into/out of the site from ground level. If the application is approved, a landscaping condition would be added to ensure that some vegetation is retained. Replacement planting could be offered to alleviate this neighbours’ concerns.

9.21 In summary, it is felt that all of the concerns with regards to loss of privacy have been overcome. The implementation of the aforementioned planning condition should provide some replacement screening for the neighbours to the north of the site.

Impact on Highway Safety

Accessibility, Safety and Capacity

9.27 Policies CS8, CS9 and saved Policy 51 seek to ensure developments have no detrimental impacts in terms of highway safety. A number of the neighbour responses raised road safety concerns relating to congestion, parking and the arrival/collection of children to the neighbouring Scout Hut.

9.28 The 1st Gadebridge Scout Leader raised the following concerns with the proposal: *“I object due to the limited access to the Scout Hut and the pressure on which the surrounding roads-namely Manscroft Road will incur. Parents will find it difficult to drop Children off directly outside and the pathway to Manscroft Road is not lit well. I worry about the increased number of cars due to the new builds, and feel that the close proximity of the builds to the hut pose a potential safeguarding issue. The lack of access will also hinder us hiring out the hut as it won’t be so desirable if there’s no turning space. We will lose much needed revenue due to this.”*

9.29 It appears that the existing garage block/access road has been used as a turning area for parents dropping of children at the Scout Hut. The comments from the Scout Leader appear to identify an existing issue that needs to be addressed by the Council.

Now that the land has been sold, the use of the land as a turning area could not be maintained indefinitely. A refusal based on these concerns would therefore be inappropriate.

9.30 HCC as the Highway Authority assessed the proposal and consider that it would not have an unacceptable impact on the safety and operation of the surrounding highway network. They originally raised concerns with the narrow access road and potential traffic flows. The Architect submitted an amended site plan to incorporate a new shared surface area to widen the access. The Architect also provided a number of tracking/swept path diagrams. Following the submission of this amended information, no objections were raised from the Highway Authority, subject to the inclusion of several planning conditions. These would be added if the application is approved.

Car Parking

9.31 Policy CS12 seeks to ensure developments have sufficient parking provision. The Framework states that if setting local parking standards authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport; local car ownership levels and the overall need to reduce the use of high emission vehicles.

9.32 Dacorum's local parking standards (as set out in saved Appendix 5 of the Local Plan) require, as a maximum, 1.5 parking spaces per 2-bedroom dwelling and three spaces for 4-bedroom dwellings. Therefore, the maximum parking standards for six 2-bedroom flats and one 4-bedroom bungalow equates to 12 parking spaces.

9.33 The proposal provides 16 parking spaces, which is above the maximum standard for a residential development of this size. It is assumed that 1-4 parking spaces would be provided for visitors. Information relating to parking space allocation has not been provided. Therefore, if the application is approved, this information would be requested as part of the proposed landscaping condition.

9.34 The application site is situated within a developed urban area. As such, the infrastructure in the immediate area has been developed to provide good transport links for existing residents. There are local shops on Galley Hill and frequent buses to the town centre and main line railway.

9.35 Considering the sustainable location of the development site and the over provision of parking spaces, it is unlikely that the proposal would place undue stress on the surrounding road network. In summary, the proposed parking provision and internal layout is deemed acceptable in accordance with Policy CS12 and saved Appendix 5.

Quality of Design

9.36 The Framework highlights core principles that planning should take account of such as the different roles and characters of different areas, and always seek to secure high quality design. More specifically, Policies CS11 and CS12 state that development should respect the typical density intended in an area, coordinate streetscape design between character areas, integrate with such character, and respect adjoining properties in terms of layout, site coverage, scale, height, bulk, landscaping, and amenity space.

Layout

9.37 The proposed development does not seamlessly integrate with established urban grain but the reasons for positioning the units in this way (to avoid impacts on the neighbours) is understood. The Framework's emphasis on the redevelopment of previously developed sites and the provision of seven new units is felt to outweigh the negative impact on the spatial pattern of the area.

9.38 Sufficient separation distances between the proposed units and the surrounding residential development have been achieved in accordance with layout principles in saved Appendix 3. There are no unacceptable front-to-back distances. There are some limited back-to-side distances (10.6m-12.9m) between Sleets End/Long Arrotts and the proposed bungalow, but as mentioned previously, the limited height/scale of the bungalow is felt to remove any potential issues with these neighbours. The distance of 9m between 70 Long Arrott and the proposed tower block exceeds the medium spacing range (2m to 5m) as set out in the Gadebridge Character Appraisal (HCA6).

9.39 The flats are designed to have similar floor plans, with living areas/kitchens towards the western elevation and bedrooms/toilets towards the eastern elevation. Each unit has a one toilet and two bedrooms. The proposed units have a sufficient level of internal space. All habitable rooms would receive adequate levels of daylight and sunlight. Although not currently adopted by Dacorum Borough Council, all of the proposed units meet National Space Standards.

9.40 The large Oak tree (T803 as identified in the Tree Impact and Method Statement) is fairly close to the block of flats. It has the potential to restrict natural light from entering the main living areas of the westerly flats, especially during summer months. Dual-aspect living room/kitchen areas have been provided to counter this issue.

9.41 The proposed flats would benefit from two small areas of private external amenity spaces to the north and west of the building. Although limited, these areas are considered adequate due to the close proximity of a large area of public open space i.e. Gadebridge Park. The proposed bungalow has a garden depth of 8m. This falls below Dacorum's minimum garden depth of 11.5m (see saved Appendix 3), however, the garden width is 18.7m and therefore the total garden area is considered more than sufficient for a dwelling of this size.

Scale

9.42 HCA6 (Gadebridge) states that all dwelling types are acceptable, although the specific type should relate well to adjacent and nearby development in terms of design, scale and height. With specific regard to height, three-storey development may be permitted where adjacent or nearby buildings are of a similar or greater height, dependent upon its impact on the character and appearance of the area.

9.43 The proposed block of flats would not be too dissimilar in terms of height when compared to the 3-storey properties to the west of the site (47-69 Long Arrotts). The overall impact on the character and appearance of the area is felt to be marginal. The design/scale of the bungalow differs from surrounding residential units, but is similar in to the neighbouring Scout Hut. Overall, the scale of the proposed buildings are considered acceptable.

Density

9.44 HCA6 states that density should be at the medium range, at around 30-35 dwellings/ha (net). However, this may rise to a higher density in the range of 35-50 dwellings/ha for sites at or close to the Rossgate Local Centre, where the character and appearance of the area is not unduly harmed (HCA6). The proposed density is 41 dwellings/ha. Considering that the site is situated close to Rossgate, and the push for the optimisation of urban land (saved Policy 10), a slightly higher density (than set out in HCA6) is considered to be appropriate.

Appearance

9.45 The external materials of the surrounding buildings is varied, with examples of red multi-brick, light brick, render and different roof tiles (e.g. concrete and slate). The proposed flats do not follow the characteristics of the surrounding properties of the area but would add to the existing variety of house styles/types.

9.46 Flat roof buildings are uncommon in the area. However, some examples can be found, such as the flats on Hilldown Road or the numerous garage blocks dotted around. Although the design of the block of flats differs from the normal characteristics of the area, the design/appearance, bulk, scale and height of the proposal is found to be acceptable in accordance with the HCA6 and Policy CS12.

10. Other Material Planning Considerations

Trees and Vegetation

10.1 Dacorum's Trees and Woodlands Department have assessed the submitted Tree Reports and have stated that no trees of significant landscape value or amenity will be detrimentally affected by the development. Furthermore, the Tree Protection Plan submitted provides adequate protection for all trees with amenity value.

10.2 It is noted that a fairly large number of small trees/hedgerows/shrubs would be effected by the proposal. Therefore, if the application is approved, a landscaping condition would be added to ensure that there is an appropriate level of replanting.

Ecology

10.3 The County Ecologist responded to the consultation from the Council and recommended a number of conditions and informatives relating to protected species and wildlife. These will be added to the planning consent if the application is approved.

Contamination

10.4 Dacorum's Contamination Department has identified that the proposed development is located within 105m of a former contaminated land use (i.e. unspecified garages). Therefore, they have requested that two conditions are placed on the application, if approved.

Affordable Housing

10.5 The Applicant, Watford Community Housing Trust (WCHT), are a housing

association. They purchased the land from Dacorum Borough Council under the proviso that affordable housing would be delivered on the site. Whilst, in planning terms, the affordable housing would not affect the acceptability of the development, it does weigh in favour of the scheme.

10.6 In-line with Policy CS19, which has been subject to updated interpretation through the Council's Affordable Housing SPD – Clarification Note, the construction of seven dwellings would not give rise to a requirement for affordable housing. Considering this, it is not considered necessary to require a legal agreement to secure the affordable housing. However, this would be subject to a separate agreement between the Applicant and Dacorum's Housing Department.

Community Infrastructure Levy

10.7 The proposed development would be subject to Community Infrastructure Levy (CIL) charges in accordance with Policy CS33 of the Core Strategy and the 'Charging Schedule'. The site is located within CIL Zone 3 and therefore a charge of £100 per square metre (plus indexation) would be levied against the proposal.

10.8 The applicants may be eligible for an exemption from the charge as an affordable housing provider and subject to the submission of a relevant and complete relief claim. These should be submitted and agreed with the Council prior to the commencement of works.

Response to Neighbour comments

10.7 The points raised by neighbours have been addressed within this report.

11. Conclusions

11.1 The site is not designated as a housing allocation in Dacorum's Local Plan, as such the site can be regarded as a 'Windfall' housing opportunity that will contribute to Dacorum Council's 5-year housing land supply. The proposal would make efficient use of a redundant previously developed site and part of an unkempt amenity area to provide six affordable 2-bedroom flats and one 4-bedroom bungalow. This would contribute to the choice of housing stock in the area.

11.2 A number of objections have been received from neighbouring residents, however, during the determination period the scheme has evolved to reduce any potential impacts on these neighbours. The resultant proposal would not have an unacceptable impact on loss of daylight, outlook or privacy to neighbouring dwellings.

11.3 The scheme provides acceptable internal spaces and layouts, and the external amenity areas are considered sufficient. Further, the proposal provides adequate parking, access arrangements and bin store facilities.

11.4 Overall, the proposals are considered to be acceptable and are felt to be in accordance with the development plan. Therefore, the application is recommended for approval, subject to a number of conditions listed below.

13. RECOMMENDATION – That planning permission be **GRANTED** for the reasons

referred to above and subject to the following conditions:

Conditions

No	Condition
1	<p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>No development, shall take place until a Phase I Report to assess the actual or potential contamination at the site has been submitted to and approved in writing by the Local Planning Authority. If actual or potential contamination and/or ground gas risks are identified, further investigation shall be carried out and a Phase II report shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. If the Phase II report establishes that remediation or protection measures are necessary, a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>For the purposes of this condition:</p> <p>A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.</p> <p>A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.</p> <p>A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013).</p>
3	<p>All remediation or protection measures identified in the Remediation Statement referred to in Condition 2 above shall be fully implemented within the timescales and by the deadlines as set out in the Remediation Statement and a Site Completion Report shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any part of the development hereby permitted.</p> <p>For the purposes of this condition: a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation</p>

	<p>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>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>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013).</p>
4	<p>Prior to first occupation of the development hereby permitted, full details (in the form of scaled plans and written specifications) have been submitted and approved in writing by the Local Planning Authority to illustrate the following:</p> <p>Raised hump relocated to the entrance to private access road rather than on the highway in Long Arrotts (this will allow the carriageway on the private access road to be raised to match the height of the existing footway and enable the shared access area to be created without interfering with the highway at the end of the cul-de-sac).</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 Policies 51 and 54 of the Dacorum Borough Local Plan (2004), Policy CS8 of the Dacorum Borough Core Strategy (2013) and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).</p>
5	<p>Prior to the first occupation of the development hereby permitted the proposed access, on-site car parking and turning areas shall be laid out, demarcated, levelled, surfaces and drained in accordance with the approved plan and retained thereafter available for that specific use.</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 Policies 51 and 54 of the Dacorum Borough Local Plan (2004), Policy CS8 of the Dacorum Borough Core Strategy (2013) and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).</p>
6	<p>The development shall not begin until full details of all proposed construction vehicle access, movements, parking arrangements and wheel washing facilities have been submitted to and approved in writing by the Local Planning Authority. The relevant details should be submitted in the form of a Construction Management Plan and the approved details are to be implemented throughout the construction programme.</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 Policies 51 and 54 of the Dacorum Borough Local Plan (2004), Policy CS8 of the Dacorum Borough Core Strategy (2013) and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).</p>
7	<p>A Landscape and Ecological Management Plan (LEMP) shall be submitted to,</p>

	<p>and approved in writing by, the Local Planning Authority prior to the commencement of development. The content of the LEMP shall include the following:</p> <p>a) Location, number and type of ecological enhancements; b) Specifications of species and seed mixes used in landscaping plans; c) Method statement as to how vegetation and enhancements are to be managed and maintained for the benefit of wildlife.</p> <p>The development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure that the development contributes to and enhances the natural environment in accordance with Policy CS26 of the Dacorum Borough Core Strategy (2013) and Paragraph 170 of the National Planning Policy Framework (2019).</p>
8	<p>Any external lighting scheme should be designed to minimise light spill, in particular directing light away from the boundary vegetation to ensure dark corridors remain for use by wildlife as well as directing lighting away from potential roost / nesting sites. It should follow guidance from the Bat Conservation Trust and CIE 150:2017 Warm-white (long wavelength) lights with UV filters should be fitted as close to the ground as possible. Lighting units should be angled below 70° and equipped with movement sensors, baffles, hoods, louvres and horizontal cut off units at 90°.</p> <p>Reason: To identify and ensure the survival and protection of important species and those protected by legislation that could be adversely affected by the development, having regard to Policy CS26 of the Dacorum Borough Core Strategy and Section 15 of the National Planning Policy Framework (2019).</p>
9	<p>Prior to the commencement of the development, a reptile survey shall be carried out within the site by a suitably qualified and experienced ecologist. A report of the findings, including a suitable mitigation/compensation strategy should reptiles be found, shall be submitted to the local planning authority and approved in writing. Thereafter the development shall be carried out in accordance with the approved details.</p> <p>Reason: To identify and ensure the survival and protection of important species and those protected by legislation that could be adversely affected by the development, having regard to Policy CS26 of the Dacorum Borough Core Strategy and Section 15 of the National Planning Policy Framework (2019).</p>
10	<p>Construction of the superstructures for the block of flats and bungalow hereby approved shall not take place until full details of both hard and soft landscape works for their respective curtilages (either side of the access road) has been submitted to and approved in writing by the Local Planning Authority. These details shall include:</p> <p>all external hard surfaces within the site; other surfacing materials; means of enclosure; soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs; minor artefacts and structures (e.g. furniture, play equipment, signs, refuse or</p>

	<p>other storage units, etc.); and parking spaces allocations including visitor spaces.</p> <p>The landscape works shall be carried out in accordance with the approved details prior to first occupation of the respective buildings.</p> <p>Any tree or shrub which forms part of the approved landscaping scheme which within a period of 3 years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity.</p> <p>Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as required by saved Policy 99 of the Dacorum Borough Local Plan (2004) and Policy CS12 (e) of the Dacorum Borough Council Core Strategy (2013).</p>
11	<p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>RT17075_LA_100 (Revision PL7) – Proposed Site Plan RT17075_LA_101 (Revision PL4) – Proposed Elevations RT17075_LA_102 (Revision PL2) – Proposed Flat Block Elevations RT17075_LA_103 (Revision PL4) – Proposed Floor and Roof Plan RT17075_LA_104 (Revision PL2) – Proposed Flat Block Plan (Level 0) RT17075_LA_105 (Revision PL2) – Proposed Flat Block Plan (Levels 1 and 2) MR/170304/FULL/sh – Development Site Impact Assessment & Method Statement MR/170304TPP – Tree Protection Plan MR/170304TCP – Tree Constraints Plan 15500/KL Rev A – Sustainable Drainage Strategy</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p> <p>Article 35 Statement</p> <p>Planning permission has been granted for this proposal. The Council acted pro-actively through positive pre-application engagement and and early engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.</p> <p>Informatives</p> <p>Ecology</p> <p>Any trenches on site should be covered at night or have mammal ramps to ensure that any animals that enter can safely escape - this is particularly important if holes fill with water.</p>

Any vegetation clearance should be undertaken outside the nesting bird season (March to August inclusive) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than 2 days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest.

Any limbs and tree sections which exhibit potential roost features (such as knot holes, cavities, etc.) shall be slowly lowered and cushioned, under the direct supervision of a suitably qualified ecologist, thereby reducing the impact on these tree sections as they are brought to the ground. Tree sections shall be left on the ground overnight before removal from the site. In the unlikely event that any bats are roosting this will allow them to disperse.

Highways

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.

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

Environmental & Community Protection

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.

Consultation Responses

Hertfordshire Ecology

The Hertfordshire Environmental Records Centre has no data regarding this site. MKA Ecology Limited carried out a Preliminary Ecological Appraisal (PEA) on the 13 December 2017, followed by a daytime aerial bat inspection of trees on 01 November 2018. These reports were appropriate in scope and methodology.

Bats

One of the buildings with lifted weatherboards was identified in the PEA as having low potential to support roosting bats. The suggestions with regards – to demolition of this building should be followed in full.

Trees identified as having some potential for bat roosts in the PEA were in the subsequent bat survey identified as having only low potential to support roosting bats and, following best practice guidelines, no further surveys are needed. However if these trees are proposed for removal, then precautionary soft-felling measures should be adopted. The following *Informative* should be added to any permission granted:

“Any limbs and tree sections which exhibit potential roost features (such as knot holes, cavities, etc.) shall be slowly lowered and cushioned, under the direct supervision of a suitably qualified ecologist, thereby reducing the impact on these tree sections as they are brought to the ground. Tree sections shall be left on the ground overnight before removal from the site. In the unlikely event that any bats are roosting this will allow them to disperse.”

With the proceeding PEA and this bat report, which include sensible precautionary measures, I consider the LPA has sufficient information to fully consider any impact on bats (which are classified as European Protected Species) prior to determination.

Reptiles

The PEA identified the rough grassland on site as being a potential habitat for supporting reptiles, in particular slow worms and grass snakes. These species are protected by the Wildlife & Countryside Act 1981 and consequently the following *Condition* should be added to any consent.

“Prior to the commencement of the development, a reptile survey shall be carried out within the site by a suitably qualified and experienced ecologist. A report of the findings, including a suitable mitigation/compensation strategy should reptiles be found, shall be submitted to the local planning authority and approved in writing. Thereafter the development shall be carried out in accordance with the approved details.”

Nesting birds

The proposal will require the removal of a number of shrubs which could provide potential for nesting birds and I advise the following *Informative* is added to any permission granted:

“Any vegetation clearance should be undertaken outside the nesting bird season (March to August inclusive) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than 2 days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest.”

Hedgehogs

The areas of rank semi-improved grassland and scrub provide potential habitat for hedgehogs. Hedgehogs are protected under Schedule 6 of the Wildlife and Countryside Act 1981, which prohibits killing and trapping by certain methods. They are also a UK Priority species under the NERC Act (SEC.41) 2006. The species is therefore considered one of the UK's target species to avoid further population decline. In order to prevent harm to this species during the construction process I advise the following *Informative* is added to any permission granted:

“Any trenches on site should be covered at night or have mammal ramps to ensure that any animals that enter can safely escape - this is particularly important if holes fill with water.”

Lighting

Lighting that illuminates bordering vegetation, like the oak trees adjacent to the site, can impact on the natural foraging commuting behaviour of nocturnal species such as bats. To reduce the negative impact on protected species the following *informative* should be included with any consent.

“Any external lighting scheme should be designed to minimise light spill, in particular directing light away from the boundary vegetation to ensure dark corridors remain for use by wildlife as well as directing lighting away from potential roost / nesting sites. It should follow guidance from the Bat Conservation Trust and CIE 150:2017 Warm-white (long wavelength) lights with UV filters should be fitted as close to the ground as possible. Lighting units should be angled below 70° and equipped with movement sensors, baffles, hoods, louvres and horizontal cut off units at 90.”

Opportunities for biodiversity enhancement

The habitats to be removed are not rare or of high ecological value, however they do represent a locally important resource for common species. Consequently their removal will result in a loss of biodiversity. The areas of defensive planting/ hedging and grass proposed in the DAS provide an opportunity to provide ecological enhancement to the site. To achieve this, species and seed mixes used should be in line with the recommendations of the PEA. The PEA makes other recommendations for ecological enhancements relating to bat and bird boxes, as well as measures for hedgehogs, and these should be adopted in full. The majority of the 12 bird boxes, to compensate for the loss of nesting sites, should ideally be of the type that are integrated into the building fabric.

I advise the following should form a *Condition*, to ensure the development delivers the proposed benefits for biodiversity:

A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the local planning authority prior to the commencement of development. The content of the LEMP shall include the following:

- a) Location, number and type of ecological enhancements;*
- b) Specifications of species and seed mixes used in landscaping plans;*
- c) Method statement as to how vegetation and enhancements are to be managed and maintained for the benefit of wildlife.*

NATS Safeguarding

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.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Parks and Open Spaces

Is it worth having walls and additional hedges. It would make more sense from a maintenance perspective to have one or the other.

Trees and Woodlands

The applicant has submitted a Tree Constraints Plan for the proposal which clearly identifies and categorises trees likely to be affected by the development. The majority of trees and groups are categorised either 'C' or 'U' and therefore are not of sufficient quality to require retention, with the exception of G815 ('B' category) and T801 ('A' category). There are a significant number of tree removals required to facilitate the development. However, there is limited available space to replant, and as both G815 and T801 are advised as being retained as part of the scheme, I have no concerns regarding this approach.

According to the Proposed Site Plan submitted, there are a number of trees being retained which are both within and outside of the development site. All trees are likely to be detrimentally affected by construction practices if they are not afforded adequate protection. As such, I require the applicant to submit a Tree Protection Plan which clearly demonstrates how the applicant intends to protect trees throughout the scheme, from commencement to completion.

Comments on additional information

The Tree Protection Plan submitted provides adequate protection for all trees with amenity value. Consequently, I have no further reservations regarding the application and recommend approval.

Contamination

Please be advised that we have no objection to the proposed development in relation to Noise, Air Quality and land contamination.

However, having given adequate consideration to the submitted Design and Access Statement and with the proposed development land located within 105m of a former contaminated land use i.e. un-specified garage, the following planning conditions and informative are recommended 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). 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 survey and 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.

3). 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.

4). 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.

Highways

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 recommends that permission be refused for the following reasons:

1. The proposed access arrangements are not in accordance with Hertfordshire County Council's (HCC) specifications as documented in 'Roads in Hertfordshire; Highway Design Guide' and has the potential to interfere with the free and safe flow of highway users on the adjacent local access road. The proposals are therefore contrary to policy guidelines as outlined in 'National Planning Policy Framework (NPPF)' 2012 and HCC's 'Local Transport Plan 4' 2011.

Please see the following comments / analysis for further information:

COMMENTS / ANALYSIS: The proposal comprises of the demolition of 14 garages and construction of eight 2-bed dwellings on land at Long Arrotts, Hemel Hempstead. Long Arrotts, Hemel Hempstead is designated as an unclassified local access road, subject to a speed limit of 30mph and is highway maintainable at public expense.

The proposed works use an existing private access road which leads from the turning head at the northern end of Long Arrotts, which currently serves the 14 garage and a scouts hall. The proposals use this private access road to access two proposed dwellings on the site of the garages, a new access on the north side of the private road leading to six further dwellings (and the main proposed parking area) and maintain access for the existing scouts hall.

The access road is approximately 3.5m wide and would not enable two vehicles to pass one another. The arrangements are therefore not in accordance with HCC's Roads in Hertfordshire, which states that "a single lane access will normally be sufficient to serve upto to 3 individual dwellings or equivalent". The existing proposals do not demonstrate sufficient measures to mitigate the effect of the anticipated use of the single lane stretch of road or in the vicinity of the site to ensure safe access for all.

There is also a lack of any formal turning facility within the site to enable any service, delivery or visiting vehicles to safely turn around and egress to Long Arrotts forward gear and the plans do not demonstrate that vehicles would be able to safely manoeuvre in and out of the proposed driveway for PLOT 7.

HCC as Highway Authority is recommending that the application be refused in its current form. The access arrangements are not in accordance with the Highway Authority's specifications and the proposals do not demonstrate sufficient measures to manage the flow of traffic along the access. There is the potential for opposing traffic flows and insufficient details have been provided to mitigate this at the entrance onto Long Arrotts or within the site boundary. It is therefore unable to recommend the granting of permission for this application in its current form and amendments and further details would need to be provided.

Comments on additional information

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:

Details

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

- Raised hump relocated to the entrance to private access road rather than on the highway in Long Arrotts (this would allow the carriageway on the private access road to be raised to match the height of the existing footway and enable the shared access area to be created without interfering with the highway at the end of the cul-de-sac).

Reason: To ensure construction of a satisfactory development in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Provision of Parking & Servicing Areas

2. Prior to the first occupation of the development hereby permitted the proposed access, on-site car parking and turning areas shall be laid out, demarcated, levelled, surfaces and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure construction of a satisfactory development in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Construction Management

3. The development shall not begin until full details of all proposed construction vehicle access, movements, parking arrangements and wheel washing facilities have been submitted to and approved in writing by the Local Planning Authority. The relevant details should be submitted in the form of a Construction Management Plan and the approved details are to be implemented throughout the construction programme.

Reason: To minimise danger, obstruction and inconvenience to users of the highway.

HIGHWAY INFORMATIVE: HCC recommends inclusion of the following highway informative / advisory note (AN) to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980:

AN) Agreement with Highway Authority: 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.

AN) 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

COMMENTS / ANALYSIS: The proposal comprises of the demolition of 14 garages and construction of eight 2-bed dwellings on land at Long Arrotts, Hemel Hempstead. Long Arrotts, Hemel Hempstead is designated as an unclassified local access road, subject to a speed limit of 30mph and is highway maintainable at public expense.

ACCESS: The site is accessed via a private access road, which leads from the turning head at the northern end of Long Arrotts and currently serves the 14 garages and a scouts hall. The access road is made up of a 3.5m wide carriageway in addition to a footway on the northern side, which functions as part of a larger pedestrian link between Long Arrotts and Manscroft Road. The footway / footpath (including at the northern end of the Long Arrotts turning head) is not part of the highway maintainable at public expense.

The proposals use the private access road to access two proposed dwellings on the site of the garages, a new access on the north side of the private road leading to six further dwellings and maintain access to the scouts hall. The amended plans are shown on submitted plans no. SK07 B and 100 PL4 and creates a 5m wide shared access route for vehicles, pedestrians and other highway users through the raising of the private carriageway to the same height as the footway. The width and general arrangements are considered to be acceptable by HCC as Highway Authority and in accordance with 'Roads in Hertfordshire: A Design Guide' and 'Manual for Streets (MfS)'.

In order for the overall proposals to be acceptable, HCC as Highway Authority would require that the raised hump is relocated to the entrance of the private access road rather than on the highway in Long Arrotts (this would allow the carriageway on the private access road to be raised to match the height of the existing footway and enable the shared access area to be created without interfering with the highway at the end of

the cul-de-sac). The applicant would need to enter into a Section 278 Agreement with the Highway Authority in relation to the amendments needed at the entrance into the site. Please see the above highway informatives for more details.

PARKING & MANOEUVRABILITY: The proposal includes the provision of 16 on site car parking spaces, the layout of which is shown on submitted plan no. 100 PL4. The layout and dimensions of the parking areas are acceptable and in accordance 'MfS' and 'Roads in Hertfordshire'. A swept path analysis has been submitted to illustrate that cars would be able to move in and out easily of the proposed parking areas. The level of parking is considered to be acceptable by HCC as Highway Authority. Dacorum Borough Council (DBC) is the parking authority for the district and therefore should ultimately be satisfied with the level of parking.

REFUSE / WASTE COLLECTION: Provision has been made for on-site refuse stores within 30m of each dwelling and within 25m of the kerbside/bin collection points. A swept path analysis (plan no. SK04 A) has been submitted to illustrate that a waste collection vehicle would be able to access the site, turn around and egress to the highway in forward gear, the arrangements of which are considered to be acceptable by HCC as Highway Authority. The collection method must be confirmed as acceptable by DBC waste management.

EMERGENCY VEHICLE ACCESS: The proposals enable recommended emergency vehicle access to within 45 metres of all dwellings. This adheres to guidelines as recommended in 'MfS', 'Roads in Hertfordshire; A Design Guide' and 'Building Regulations 2010: Fire Safety Approved Document B Vol 1 – Dwellinghouses'. A swept path analysis for a fire tender vehicle is shown on submitted plan no. SK05 and illustrates that they would be able to access the site and turn around and egress to the highway in forward gear.

CONCLUSION: HCC as Highway Authority considers that the proposal would not have an unreasonable impact on the safety and operation of the surrounding highway. The applicant will need to enter into a Section 278 Agreement with HCC to cover the technical approval of the design, construction and implementation of any access works in the highway and at the entrance into the site. Therefore HCC has no objections on highway grounds to the application, subject to the inclusion of the above planning conditions and informatives.

Hertfordshire Constabulary

Thank you for sight of planning application 4/02450/18/FUL, demolition of existing garages and construction of Two 2-Bed dwellings with off street parking and six 2-bed flats with amenity space and off street parking. Amenity Land and Garage Site, Long Arrotts, Hemel Hempstead.

I have no major concerns regarding this application , I would ask that the gate at the side of plot 8 is moved forward to prevent a recess and the applicant considers building the development to the Police Minimum Security Standard Secured by Design.

Appendix B

Neighbour Notification/Site Notice Responses

Long Arrotts

I am writing with regard to the proposed planning and development at Long Arrotts Hemel Hempstead.

I would like to state that I agree that we need more housing for the people of Hemel Hempstead. However, I believe that the proposed development has not considered the practicalities completely for this particular location.

All of the documentation provided by Watford Community Housing states that there is to be 9 2-bedroom flats and 2 2-bedroom houses. However at the consultation meeting it was stated that there would only be 6 2-bedroom flats not 9. Clarification and confirmation of the numbers is required.

There are a number of major concerns that affect me personally and also other residents of Long Arrotts and the surrounding roads.

Access.

The current road leading down from the 'turning circle' in Long Arrotts to the Scout Hut and the proposed 2 x Houses (Plots 7 and 8) to be built in the current Garage area is barely wide enough for a single vehicle. How will this road will be able to properly service those 2 houses, the Scout Hut and the access to the parking for the proposed new flats without causing major congestion?

Any vehicle going down the road to access either the houses or the Scout Hut will have no facility to turn around, resulting in 1 or more vehicles having to reverse up to 150 yards or more back out of the road. With children in the area this would be a major safety concern.

Parents needing to drop their children at the Scout Hut will have to either drive down, drop them off and then reverse back or, if at all possible – see point 2 below, park in Long Arrotts, where the parking is already inadequate. There can be many vehicles having to do this and any such vehicles will not be able to use the proposed new parking area to be developed, assuming there would be space, as this will be for the 'new' residents only. They can currently pull into the existing Garages, park and turn around to exit.

Parking.

There is already a major parking problem in Long Arrotts.

There are insufficient parking spaces for the current residents and the addition of new housing here will make the situation even worse.

Although there is a proposal to create 2 parking spots per plot - (14 plus the 2 alongside Plot 7) - these new parking spaces will be restricted to the new residents only.

All and any visitors to the new housing will need to park in Long Arrotts, leaving little or no room for the existing residents.

Having my 96 year old mother living with me requires that I park my car very close to the house. She cannot walk more than 10 or 20 yards.

There is a need to consider the creation of at least 20 new parking spaces in this section of Long Arrotts to meet the needs of the current residents, people using the Scout Hut and the probable extra demand of the new resident's family and friends when visiting.

Will Long Arrotts lose the 'turning area' – this is currently used for parking 4 vehicles normally due to the lack of sufficient, proper, parking spaces.

There will also be major parking problems for residents during the construction stage – see below.

Construction

In addition to the noise and other environmental factors that will be present during the construction phase, which I am told is likely to last about 12 months, I have already mentioned the limited access through Long Arrotts. Most of the time there is only room for a single vehicle to drive down Long Arrotts causing congestion even without the construction traffic. How do you propose to deal with this?

Large vehicles will have great difficulty in getting to the site and also being able to turn round to leave.

There will be many contractor's vehicles requiring to be parked whilst those people undertake their relevant work. The only place will be in Long Arrotts (or maybe surrounding roads which also have a similar parking problem) causing even more disruptions for the local residents. If I cannot park close to my house, as mentioned earlier, I will have major problems taking my mother to any doctor, hospital, dental, optician or other appointments, in addition to just 'taking her out to do some shopping'!

Who is responsible for any damage to the surrounding area i.e. the roads and green and resident's property, including vehicles. It was stated at the consultation meeting that the developers are not liable for the area outside their development. Both during, and when all the construction is complete, will Long Arrotts be left in a bad state of repair?

Galley Hill

I write in connection with the above planning application. I have examined the plans and wish to object strongly to the development of flats in this location.

Although there is always a need for additional housing in Hertfordshire, I would like to object to the 6 flats being built on the site of open space and trees at the North end of Long Arrotts in Hemel Hempstead for the following reasons:

Bulking

Building the flats 3 storey's in height is out proportion to the surrounding homes and will make the area feels cramped and will severely impact neighbours privacy within a 50 metres radius. At a height of 15 metres these will overlook homes to the West (flats and houses) and houses to North and South.

Daylight

In winter the angle of the sun can peak at an angle of 15 degrees. With the flats being 15 metres in height they will cast a shadow of 56 metres. This will mean that at certain times of the year several of the houses to the Northwest will be cast in shadow in early morning and the Scout hut will be in shadow in late afternoon when children will be using the building and the grounds surrounding it.

Size of Plot

The flats are being squeezed into a small area of green space and there will be extremely limited outdoor space for residents to enjoy (see diagram below) The area appears to be the size of 3 car parking spaces and is likely to cause local residents and children to overspill into nearby areas.

Existing Trees

There are 3 mature Oak trees with a circumference of 3.75 metres (200 years old) These are likely to be damaged by excavations for the foundations which are approx. 10 metres to the East of the tree trunk.

The architect drawings submitted understate the height and radius of the canopy area at the North West of the site. Please see drawing below.

Overshadowing of proposed flats by the existing trees

The proposed development and the living rooms of the 3 flats on the West side of the building will be within a few metres of the existing Oak canopy. As this canopy is double the height of the proposed flats, new residents are likely to ask for the trees to be thinned which is likely to cause stress to the trees.

Page 45 of the Dacorum Borough Council Conservation study 2006 states "As a principle no built development should be closer than the canopy spread +1 metre in order to conserve the local landscape contribution and maintain the ecological function of the immediate open space around the feature, particularly the reduction of impact upon root systems. Formal guidance can be found in 'British Standard 5837:2005 Trees in Relation to Construction', where details of determining Protected Areas and their implications are described"

The Architects journal confirms that "80-90 per cent of all tree roots are found in the top 600mm of soil and almost 99 per cent of the tree's total root length occurs within the topmost 1m of soil, with some variations depending on soil porosity. The undoubted nuisance that fine root systems create for the development of specific sites has to be weighed against the importance that they play in soil stabilisation on sloping ground (acting in a similar way to geotextile matting) Severing just one of a tree's major roots during careless excavation for construction or services can cause the loss of up to 20 per cent of the root system; this undermines the tree's ability to absorb water and also

leaves it unstable in high winds.

Section 8.14 of Dacorum's local planning framework core strategy states that existing land should only be developed provided it respects local character and I do not feel the submitted plans meet that criteria.

Spring Lane

The proposed area is already over populated. It is right next to a busy scout hall, and when dropping off and collecting, the area is awful and dangerous. Full of vehicles trying to navigate a dead end.

The plans will get rid of a well-used area of grass land where children play.

There is no parking in that area.

Fennycroft Road

I am a leader at 1st Gadebridge Scout Group which will be affected if these buildings go ahead. I object due to the limited access to the Scout Hut and the pressure on which the surrounding roads-namely Manscroft Road will incur. Parents will find it difficult to drop Children off directly outside and the pathway to Manscroft Road is not lit well. I worry about the increased number of cars due to the new builds, and feel that the close proximity of the builds to the hut pose a potential safeguarding issue. The lack of access will also hinder us hiring out the hut as it won't be so desirable if there's no turning space. We will lose much needed revenue due to this.

Sleets End

On the plans you have the houses closest to us (#16 Sleets End) but the car parking spaces on the other side of the property.

We would prefer if you were to move the new houses further up the hill and put the car parking spaces on our side of the build. This will give us a bit more room to not feel over powered by the build towering over our garden and also would not impact on the long arrotts houses as they have higher ground and therefor retain a feeling of space.

In short, would you please consider moving the car parking spaces to our side of the build.

Thank you.

Sleets End

My property is going to be directly effected by this build. The demolition of the garages will remove my rear boundary wall, builder has agreed to replace with a fence but this will be lower in height than the current integrated wall. The two bedroom houses will result in a loss of privacy to our rear garden, which is currently not overlooked. We are at a lower elevation to the proposed build site so will lose light and privacy. Main concern is regarding parking and traffic congestion in an area where there is already considerable pressure on spaces for current residents and visitors in all surrounding

cul de sacs. While there are 2 spaces proposed for each property there is no accounting for visitors spaces and additional flow of traffic and negotiating parked cars on either side. I believe this would present safety issues for pedestrians and potential for accidents, particularly in ice and snow.

Cooks Vennel

This development will severely affect our privacy, not only will we be overlooked by the development of flats, which are 3 storeys high, we will lose privacy due to removal of trees, which currently afford us privacy and provide some security. Our property is now surrounded by trees, which will be removed with a car park put in place, immediately adjacent to our garden/property. The flats development is also not in keeping with the immediate houses surrounding the area.

I am also concerned about wildlife, there is an established family of foxes who live in and around the land adjacent to our property, they have been established there for all the years we have lived there (16+ years).

If I lived in these new properties, I would also be extremely concerned about access for fire engines - Hilldown is extremely congested already with cars, my understanding is that the pathway is to be maintained, the road therefore cannot be made any wider, so I am not sure how fire engines would access the houses being built in the garages.

Sleets End

The boundary wall for the bottom of the gardens for the two bedroom houses is currently my side boundary wall backing onto the garages. The current materials are built from brick 70% and wood 30%. The current plan shows wood fencing which is lower than the existing wall. I would like to make an objection and would like a brick wall to be built. Reasons outlined as below:

1. Currently the fence facing onto the garages is legally maintained by DBC. Under the new owner this would fall to Watford Housing Trust. As a current property owner at this point the need for maintenance and future problems should be solved now at the time of building to eradicate all future issues.
2. The current proposal is lower than my current wall. This will be an invasion of privacy. The wall should be replaced for likewise height. Watford Housing Trust have not thought about the current residence in the plans for this site.
3. The garage forecourt in most parts is higher than my garden, without a brick wall we have a landslide problem and rotting wood with the current proposal. Outcome needs to be a brick wall.
4. My privacy is at risk with a wooden fence - brick will cease any problems to arise in future and the current height needs to be adhered to.

Parking: Currently the Scout Hall is used 3-4 times a week, the popularity of the venue is increasing and the amount of cars is increasing. We welcome the Scout Hut and it provides a positive influence and activity for our growing population within Hemel Hempstead, it would be a negative outcome for DBC to allow the numbers to dwindle because parents cannot park in the vicinity therefore reducing the growing numbers.

Parking in both Sleets End, Manscroft and Long Arrotts is already to dangerous levels with people parking on bends and double parking to reduce the access for the emergency services without losing valuable space for turning and parking in the garage forecourt.

Safety: Between the proposed houses and flats there is a right of way path which is used for the whole of the estate to access schools, shops and play areas/parks. with cars crossing this right of way and nowhere to turn for the cars the chances of a child being run over are increased dramatically. The proposed road to enter both the car park and the houses is a single track road, cars will be mounting the pavement/right of way path to access. Cars will be crossing the right of way path to access. This will have a major impact on safety.

Further comments

Having looked at the new plans

<http://plandocs.dacorum.gov.uk/NorthgatePublicDocs/44824021.pdf> I cannot see any other changes than the shared ownership of the public footpath.

In my previous objection I mentioned the danger to pedestrians walking on the pavement to get to the local schools and shops. Many older persons using walking aids and electric scooters and children walking without parental care. Looking at the following drawing <http://plandocs.dacorum.gov.uk/NorthgatePublicDocs/44824021.pdf> of the cars using the driveways to the houses it shows that to gain the full turning required to park they will mount the kerb of the public right of way and therefore cause an accident and put our most vulnerable in society at risk.

The swept path analysis for a medium size car (project number 1589) using a Skoda Octavia with an overall length of 4.572m shows a vast over steer onto the pavement, many properties have larger vehicles and vans which will result in using the public right of way as a turning area which will cause injury. This application for the houses has to be stopped for safety reasons.

The right of way for the public footpath for access to the flats will also cause a safety issue for all that use the right of way as many will use the car park to turn around in as the turning circle at the end of Long Arrotts is already full for parking. For this proposal to go ahead the Housing Trust should contribute the full costs of making more parking in Long Arrotts.

Further comments

As I have been unable to get hold of a person within Watford Community Housing I have no option but to Object to the new planning permission for a 4 bed bungalow.

My previous objection for safety for persons using the right of way alleyway has not changed. The building of a 4 bed bungalow will also bring the possibility of 8 cars within that dwelling and with only two parking spaces, there is no other areas in which to park in the immediate area without causing more congestion to other roads.

* A minor note: The bin storage for the proposed bungalow will also be right against my garden seating area which in the summer will not be enjoyable.

The proposal should be reduced to a 3 bed bungalow as the maximum.

Long Arrotts

We were away on holiday when this leaflet posted re drop in session so missed that so tried to put our views across but the phone number provided was a school and the email of WCHT was incorrect as emails bounced back. This left us upset as we felt we had no voice and no one to speak to regarding the proposed development.

We strongly object to the plans for Watford Community housing to develop to the rear of 68 - 70 Long Arrotts where the garages stand and green land lye next to the Scout Hut.

Parking is already an issue on this road and we feel it will get over crowded if more properties are built there will be more cars. Although you are proposing parking for the houses and flats is this going to be enough. I do not think it will be as you have to account for the amount of cars that fill up the road every time there is an event at the scout hut these can take place during the week and over the weekend. And what about all the people that move in I am sure they will have guests again more cars and not enough space.

Also we do not want to be disrupted by lorries, vans, diggers, dumpers builders making noise an ruining our roads with mud, concrete, dust and generally polluting our area with this suggestion. I think this is really going to cause problems as there is not enough access for lorries to manoeuvre.

I personally have found it difficult to log this objection, this process need to be made easier for all, not all people are so computer savvy so here should be other way for them to log there opinions and thoughts.

I also feel we should all bring residents been contacted in the first instance from Dacorum not WHCT it is only because one of the neighbours saw Mr Stickley at the proposed site we received letter about the proposals.

Long Arrotts

We are opposed to this build as we feel the proposed structures will impose on our house as we have 3 windows overlooking the areas and our small garden will have its natural light decreased. This we feel will cause a loss of privacy as the proposed structures are very close to our existing boundary's. We feel that the rear windows of the proposed flats block will be looking directly into our garden area which again will interfere with our privacy.

Currently the single track road to the side of our property is not built for the additional traffic that will be entering and exiting these proposed dwellings. On Scout nights and private functions held weekly at the scout hut already cause a massive problem with entering and existing the area, if we lose the garage area you are causing a bottle neck effect which will not allow people to turn around and there will be no way of passing as it was only ever designed for the odd car going in and out of the garage area.

We already have many parking issues in our street especially during the scout days,

We understand you have allowed additional parking for these dwellings which we assume will not be for Long Arrotts residents to use, however this will not stop visitors to the proposed dwellings parking in our already oversubscribed spaces.

We understand the need for affordable housing in Hertfordshire but cannot understand why you have chosen to shoehorn in flats and houses into an already over populated area. There must be brown field sites in Hertfordshire that would be more fit for purpose?

We have lived in Long Arrotts for over 20 years and have enjoyed the peace and quiet that this road offers. Currently looking out the side of our property we look on to trees and grass which attracts wild life such as birds, squirrels deer and foxes. The proposal would mean a 3 storey building only 6 metres from our house, which is a very sad thought.

Further comments

Your drawings showing larger vehicles entering the site do not show any parked cars which are always on the road in Long Arrotts, I feel that this could not only restrict access for the emergency services in the case of a fire as well as create excessive noise when the refuse trucks are trying to enter the new proposed dwellings.

This walkway is used by pedestrians taking their children to school as well as entering the scout hut, you are proposing that vehicles entering the site will be utilizing the pathway? This will not only be dangerous but will also cause excessive air pollution as these larger vehicles try and manoeuvre into the tight space provided.

As we have mentioned before this road was only ever made for one vehicle at a time and the additional traffic will cause a bottle neck which will create endless issues in this

Fennycroft Road

I object due to the increased traffic and strain on Long Arrotts and neighbouring roads.

Galley Hill

I am writing to give notice of my objections to planning application 4/02450/18/FUL in Long Arrotts.

Loss of trees and greenery; bad for the planet and those living in this area.

Loss of privacy from three-storey block of flats. Not fitting for the site. Two-storey as those in Feacy Down more suited to the surroundings.

Additional traffic to an already high traffic area.

Reduction in value of existing property - we will be compensated for our losses?