

ITEM NUMBER: 5b

4/02033/19/FUL	Conversion of existing dwelling into two dwellings & development of two 3 bed dwellings	
Site Address:	39A Adeyfield Road Hemel Hempstead HP2 5DP	
Applicant/Agent:	Update Record	
Case Officer:	Briony Curtain	
Parish/Ward:	No Parish	Adeyfield West

1. RECOMMENDATION

1.1 That planning permission be GRANTED.

2. SUMMARY

2.1 The site is situated within the urban area of Hemel Hempstead wherein the principle of housing development is acceptable in line with Policies CS1 and CS4 of the Core Strategy 2013. Policy 10 of the DBLP promotes the effective and efficient use of urban land and as such the proposal is acceptable in principle. Moreover, planning permission for the demolition of the existing dwelling and the construction of four dwellings, access road, parking and landscaping has already been granted planning permission by Members in July 2018.

2.2 Therefore consideration of this application rests upon the differences now proposed in relation to density, type of dwellings, appearance, impact on neighbouring properties and highway safety.

2.3 The approved scheme permits the demolition of the existing dwelling and its replacement with three dwellings to the front of the site and an additional single unit to the rear. The current proposal also seeks permission for four dwellings across the site but now seeks to retain the existing dwelling, converting it into two properties, and construct two units to the rear.

2.4 The proposed development would successfully integrate with its surroundings. The existing building would now be retained and whilst being converted into two properties the overall visual there are no external changes proposed such that the impact on the character and appearance of this part of the street scene would be minimal. From the street scene there would be glimpses of the additional dwellings to the rear but given these would be simple in their design and form and relate well to adjacent recent developments they would not cause significant visual harm.

2.5 The proposal would not result in any material detriment to adjoining residential amenities, especially when compared to the previously approved scheme and given existing accesses / vehicle crossovers are to be retained the scheme as now proposed would not have an adverse effect on highway safety.

2.6 There are similar recent developments in the immediate area.

2.7 The proposal complies with Policies CS4, CS8, CS11, and CS12.

3. SITE DESCRIPTION

3.1 The site is located to the east of the town centre on the northern side of Adeyfield Road and currently comprises a two storey dwelling set on a generous sized plot. There are two vehicular access points to the site from Adeyfield Road.

3.2 The topography of the site slopes from the front to the back and overlooks Keen Fields which is designated as open land and has a dramatic slope down and away from the application site with far reaching views both to and from the site. In addition the area slopes up to the east such that No. 41 occupies an elevated position above the application site.

4. PROPOSAL

4.1 Full planning permission is sought for the conversion of the existing building into two 3-bed dwellings and the construction of two 3-bed dwellings within the rear garden. The existing site accesses would be maintained and widened, the eastern most one providing the access road to the rear plots. Each dwelling would be served by at least two-off street parking spaces and a private garden.

5. PLANNING HISTORY

Planning Applications

4/03191/18/FUL - Demolition of existing dwelling and development of two 3-bed and two 4-bed dwellings, access drive, parking and landscaping (resubmission)
GRA - 24th April 2019

4/00367/18/FUL - Demolition of existing dwelling and development of two 3-bed and two 4-bed dwellings, access drive, parking and landscaping
REF - 31st July 2018

4/01851/17/PRE - Demolition of existing dwelling. development of 4 new houses, access drive, parking and landscaping
ROB - 16th November 2017

4/01715/99/FHA - Vehicular crossover
GRA - 3rd November 1999

4/01743/98/FHA - Two storey side extension
GRA - 23rd December 1998

4/00952/98/FHA - Two storey side extension
REF - 9th September 1998

6. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (February 2019)
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

Core Strategy - Policy CS12: Quality of Site Design
Core Strategy - Policy CS4: The Towns and Large Villages
Core Strategy - Policy CS17: New Housing
Core Strategy - Policy CS18: Mix of Housing

Core Strategy - Policy CS19: Affordable Housing
Core Strategy - Policy CS23: Social Infrastructure
Core Strategy - Policy CS29: Sustainable Design and Construction
Core Strategy - Policy CS30: Sustainability Offsetting
Core Strategy - Policy CS31: Water Management
Core Strategy - Policy CS32: Air, Soil and Water Quality
Core Strategy - Policy CS35: Infrastructure and Developer Contributions

7. CONSTRAINTS

15.2m Air Dir Limit
CIL Zone 3
Former Land Use (Risk Zone)
Residential Character Area
SSSI Impact Risk Zone

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

Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;
The quality of design and impact on visual amenity;
The impact on residential amenity (existing and future residents); and
The impact on highway safety and car parking.

Principle of Development

9.2 The application site is located within the town of Hemel Hempstead wherein, in accordance with Policy CS4 of the Dacorum Core Strategy (2013), appropriate residential development is encouraged.

9.3 Policy CS17 of the Core Strategy seeks to promote residential development to address a need for additional housing within the Borough and new dwellings are supported in principle by policy CS18 of the Core Strategy.

9.4 The NPPF encourages the provision of more housing within towns and other specified settlements and encourages the effective use of land by reusing land that is underused or has been previously developed. Saved Policy 10 of the Local Plan (2004) echoes this and seeks to optimise the use of available land within urban areas.

Previous approval for four dwellings

9.5 It is also important to note that the re-development of the site to provide four dwellings has already been granted planning permission by Members in 2018 (4/03191/18/FUL) and this is a material consideration.

9.6 Taking all of the above into account, the proposal is acceptable in principle and would make a small but valuable contribution to the Borough's existing housing stock (in accordance with Policy CS17). The development would be located in a sustainable location and would seek to optimise the use of urban land. The proposal is in accordance with policies CS1, CS4 and CS17 of the Core Strategy (2013), Saved Policy 10 of the Local Plan (2004) and the NPPF (2019).

The Quality of the Design and Impact on the Character and Appearance of the Area

9.7 Paragraph 127 of the NPPF states that planning policies and decisions should, amongst other things:

- ☐ Ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- ☐ Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.
- ☐ Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Policy CS11 of the Core Strategy seeks to ensure that development:

- ☐ Respects the typical density intended in an area and enhances spaces between buildings and general character,
- ☐ Preserves attractive streetscapes and enhances any positive linkages between character areas.

Policy CS12 states that on each site development should integrate with the streetscape character and respect adjoining properties in terms of layout, site coverage, scale, height, bulk, materials, landscaping and amenity space.

9.8 The site is situated within Adeyfield North (HCA 23) wherein redevelopment and infilling opportunities are identified as limited but may be acceptable according to the development principles. Within this area the principles are defined as follows;

Design;	No special requirements
Type;	Overall no special requirements, but should pay respect to the type, style, size and mass of nearby adjoining development
Size;	should not normally exceed two storeys
Layout;	New development should follow the building line where this is clearly present. Spacing should respect that of nearby and adjacent development and should normally be provided in the medium range (2m to 5m)
Density;	should normally be provided in the medium range (30-50 dwellings/ha)

9.9 The application site already benefits from planning permission for the demolition of the existing building and the construction of three dwellings fronting Adeyfield Road and one to the very rear. The current proposal continues to seek consent for four dwellings in total across the site but it is

now proposed to retain the existing dwelling to the front and convert it into two 3-bedroom properties and then provide a semi-detached pair of 3-bed dwellings to the rear.

9.10 The proposal as now amended is considered acceptable. The proposal still comprises four dwellings on a 0.1 hectare site, which equates to a density of 34 dwellings per hectare, which is within the lower end of the 30-50 density prescribed in the development principles for the area. The overall layout, size and spacing are also acceptable, with the general siting and footprints of the dwellings largely as per the existing and previously approved configurations. The layout as proposed is consistent with the prevailing street pattern and surrounding recent developments.

9.10 Turning to design, the building to the front facing Adeyfield Road is to be retained and given there are no external alterations required to facilitate its conversion, the overall impact of this part of the proposal on the character and appearance of this part of the street scene would be negligible. Similarly the rear units are simple in their design to relate to recent adjoining housing developments and given their set back position behind the front units they would not be readily visible in the Adeyfield Road street scene. The second unit now proposed to the rear would appear as a mirror image of the approved unit and is therefore considered acceptable. The rear units would be highly visible from the open Keens Fields to the rear but no more so that recent surrounding developments and would successfully integrate in longer distance views.

9.11 The proposals are considered to comply with Policies CS11 and CS12 of the Core Strategy 2013.

Impact on Residential Amenity – existing residents

9.12 Policy CS12 of the Dacorum Core Strategy states that development should, amongst other things, avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to surrounding properties.

9.13 Concerns have again been raised by local residents over the potential for visual intrusion, loss of light, and overlooking arising from the introduction of built form to the rear of the site. Whilst it is acknowledged that there would be some impact, the harm caused would not be so significant as to warrant a refusal.

9.14 The overall siting, position, height and design of the new dwellings remains as per previously approved. It is acknowledged that two units are now being proposed to the rear of the site so the mass and bulk of the built form is larger however the western unit remains exactly as per previously approved and the new unit sits immediately to the east appearing as a mirror image. It is important to note therefore that given its position and orientation the eastern rear dwelling now proposed would have no greater impact on the adjacent care facility than the dwelling already approved. It would be closer to No. 41 but given the separation distances would not appear unduly prominent or give rise to overlooking or privacy concerns.

Impact on Residential Amenity – future residents

9.15 Turning to the amenity of future residents the buildings are set an acceptable distance apart (in excess of 23m) to ensure an acceptable level of privacy, and each property is served by a private, (albeit small for units 3 and 4) enclosed rear garden which is of functional size and shape. The two units within the converted building along the main road frontage will have garden depths and widths which accord with Policy guidelines (exceeding the minimum 11.5m depth required in appendix 3 of the DBLP). However, the two properties to the rear have appreciably smaller garden areas which fall below the required standard garden depth of 11.5m. Although it is unusual to consider family houses (3-bedroom) with substandard garden provision, in this

particular case the vast expanse of public open amenity land that surrounds the site is considered to adequately compensate for the shortfall. In addition whilst the depth clearly falls short of the required depth, the area would provide a functional amenity. In addition it is comparable to surrounding recently approved developments.

9.16 Given the layout and siting of the properties and the limited amenity space provided it is considered necessary and reasonable to remove permitted development rights for extensions, roof additions, outbuildings and hard surfaces

9.17 The development is considered to comply with Policy CS12 of the Dacorum Core Strategy.

Impact on Highway Safety and Parking

9.18 The previous approved scheme sought to close the existing western vehicular crossover and widen the eastern one to provide access and parking for all four dwellings. The current proposal seeks to retain and widen both existing crossovers/accesses. The western one will serve Unit 1 to the front, whilst the eastern one will provide access to the parking of Unit 2 and the access road to units 3 and 4 at the rear of the site. Given the scale of the development (three additional units) whilst the use of the site would intensify it would not have a severe residual impact on the adjoining highway. Herts County Council Highways have reviewed the proposals and raise no objection subject to the imposition of conditions. Whilst concern has been raised by a local resident that the access arrangements will require the removal of tree/s from the public highway (verge) the proposal does not seek the removal of tree/s. Given the widened access and the grass verge to the front, adequate pedestrian and vehicular visibility is provided in both directions.

Other Material Planning Considerations

9.19 Affordable Housing

In line with Policy CS19 of the Core Strategy, which has been subject to updated interpretation through the Council's Affordable Housing SPD – Clarification Note, the construction of 3 additional dwellings would not give rise to a requirement for affordable housing – either by way of on-site provision or in the form of a commuted sum.

9.20 Contamination

The site has been identified as having the potential for contamination. As such the Council's Scientific Officer has requested the imposition of the standard conditions requiring site investigations. These have been included. A construction management plan has been requested but for a development of this scale, its imposition is not considered to meet the necessary tests. In addition the Highways Authority has the power to act if there are obstructions or hazards regardless of planning decisions/conditions.

9.21 Fire

As per the previous permission Herts Fire and rescue require that the development would need to make provision for fire hydrants (or other measures). A condition requiring these has been included.

9.22 Waste Management

No details of waste management facilities have been submitted but given the layout and road widths proposed are comparable to the approved scheme, the LPA is satisfied these can be adequately provided and as such will be required by condition prior to the occupation of the dwellings.

9.23 Subsidence

Concern has again been expressed in relation to ground stability and the impact of the development of surrounding properties that have already experienced subsidence issues. This would however not be a matter for consideration as this would be dealt with under Building Regulations is and when planning permission is granted.

Community Infrastructure Levy (CIL)

9.24 Policy CS35 states that all development will provide or contribute to the provision of the on-site, local and strategic infrastructure required to support the development.

9.25 The site is situated within Charging Area 3 as defined by the Community Infrastructure Levy Charging Schedule. As such, residential development within this area is chargeable at a rate of £100 per square metre.

10. RECOMMENDATION

10.1 That planning permission be **GRANTED** subject to the following conditions:

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

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.

2. No above ground development shall take place until details of the materials to be used in the construction of the external surfaces of the semi-detached pair of dwellings hereby permitted have been submitted and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. Please do not send materials to the Council offices. Materials should be kept on site and arrangements made with the Planning Officer for inspection.

Reason: To ensure satisfactory appearance to the development and to safeguard the visual character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or re-enacting that Order with or without modification) no development falling within the following classes of the Order shall be carried out without the prior written approval of the Local Planning Authority:

Schedule 2 Part 1 Classes A, B, C, D, E, F.

Reason: To enable the Local Planning Authority to retain control over the development in the interests of safeguarding the residential and visual amenity of the locality in accordance with Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 of the National Planning Policy Framework (2019).

4. No above ground development shall take place until full details of both hard and soft landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:

Hard surfacing materials;

Means of enclosure;
Bin storage facilities

Soft landscape works which shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; trees to be retained and measures for their protection during construction works;

Proposed finished levels or contours;

Minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc);

The planting must be carried out within one planting season of completing the development.

Any tree or shrub which forms part of the approved landscaping scheme which within a period of 5 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.

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).

5. No development, other than the conversion works to the existing building 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:

(i) 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.

(ii) 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.

(iii) 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 risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 178 and 180 of the National Planning Policy Framework (2019).

6. All remediation or protection measures identified in the Remediation Statement referred to in Condition 5 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 risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 178 and 180 of the National Planning Policy Framework (2019).

7. Prior to the occupation of the development hereby approved full details of fire hydrants and other measures to protect the development from fire will be submitted to and approved in writing by the local planning authority. Such details shall include provision of the mains water services for the development whether by means of existing water services, new mains, or extension to or diversion of existing services where the provision of fire hydrants is considered necessary. As there is insufficient access and turning facilities, a rising main or suppressing system must be installed for Plots 3 & 4. The proposed development shall not be occupied until such measures have been implemented in accordance with the approved details and thereafter maintained as such.

Reason: To enable appropriate development to occur, ensure a safe, sustainable form of development which provides for its own infrastructure for fire emergencies in accordance with core strategy policies CS1, CS4, CS12 & CS29.

8. The development hereby permitted shall be carried out in accordance with the following approved plans/documents:

NT/ADY/002
NT/ADY/003
NT/ADY/004
NT/ADY/005
NT/ADY/006
NT/ADY/007
NT/ADY/008

Reason: For the avoidance of doubt and in the interests of proper planning.

Informatives:

1. Planning permission/advertisement consent/listed building consent has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
<p>Hertfordshire Highways (HCC)</p>	<p>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:</p> <p>CONDITIONS:</p> <ol style="list-style-type: none"> 1. The development shall not be brought into use until all on site vehicular areas have been surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway <p>Reason: In the interest of highway safety</p> <ol style="list-style-type: none"> 2. The development shall not be brought into use until an amended plan showing the proposed arrangements for the collection of waste shall be completed and submitted for approval by the Local Planning Authority. <p>Reason: In the interests of highway safety.</p> <p>The Highway Authority would ask that the following note to the applicant be appended to any consent issued by the local planning authority:-</p> <p>INFORMATIVES:</p> <ol style="list-style-type: none"> 1. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx or by telephoning 0300 1234047. 2. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx or by telephoning 0300 1234047. 3. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and

section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047

COMMENTS

This application is for Conversion of existing dwelling into two dwellings & development of two 3 bed dwellings

This amendment shows details of the proposed access and parking arrangements

PARKING

The proposal is to create a total of 8 parking spaces for the proposed properties; two on new hard standings in front of plots 1 and 2, and four on a new hard standing to be constructed in the middle of the site for plots 3 and 4, to be accessed via a new driveway and vxo.

ACCESS

The existing property currently has an in-out driveway with two vxos on Adeyfield Road, which is a "C" classified Local Distributor road, the C129, with a speed limit of 30mph. Vehicles are required to enter and leave the highway in forward gear. There have been 2 slight accidents involving personal injury in the past 5 years in the vicinity of the site.

The amended proposal is to use the existing vehicular accesses without any amendment, although the internal driveway is to be widened.

REFUSE STORAGE AND COLLECTION

No proposals have been made for the storage or collection of waste

The rear of plots 3 & 4 are approximately 30m from the highway, while plot 3 is more than 40m from the highway.

Roads in Herts, section 2.6.8 Refuse collection, states that vehicles must be able to stop within the "maximum refuse carry distance" specified by the Local Planning Authority or within 25m of any bin storage area, whichever is the lesser distance. Residents should not have to carry their rubbish more than 30m to a storage point. (Sources BS5906 2005 and Schedule 1 Part H Building Regulations). The applicant is therefore required to submit a revised plan showing the proposed arrangement for the collection of waste from the development.

EMERGENCY VEHICLE ACCESS

Manual for Streets: 6.7.2, states that there should be a vehicle access for a pump appliance within 45m of single family houses and fire service vehicles should not have to reverse more than 20 metres. If a developer

	<p>wishes to reduce the running carriageway width to below 3.7m, they should consult the local Fire Safety Officer. The fire services department would need to be consulted for their comments regarding the accessibility of the proposed dwelling by fire service vehicles</p> <p>MFS,6.7.2 The Building Regulation requirement B5 (2000)10 concerns 'Access and Facilities for the Fire Service'. Section 17, 'Vehicle Access', includes the following advice on access from the highway:</p> <ul style="list-style-type: none"> o there should be a minimum carriageway width of 3.7 m between kerbs; o there should be vehicle access for a pump appliance within 45 m of single family houses; o there should be vehicle access for a pump appliance within 45 m of every dwelling entrance for flats/maisonettes; o a vehicle access route may be a road or other route; and o fire service vehicles should not have to reverse more than 20 m. <p>CONCLUSION</p> <p>Hertfordshire County Council as Highway Authority considers the proposal would not have a severe residual impact on the safety and operation of the adjoining highways subject to the conditions and informative notes above.</p>
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
0	4	0	5	0

Neighbour Responses

Object (O), Support (S), Representation (R)	Comments
O	<p>I write to confirm I strongly protest on the above proposal for the following reasons:-</p> <ol style="list-style-type: none"> 1. Walsingham Care home for disabled people is adjacent to 39A and already has severe loss of light due to the other recent development and the other side of them. If you let this development go ahead there will be very limited light which would be devastating to the residents of the home who enjoy the sunshine they have on the terrace of the care home, I'm sure the press and social media would be interested if you did this to them. 2. If there are Four houses there it would be a severe accident risk as the position of the land concerned is on a very busy road where people often exceed the speed limit and this could have disastrous consequences for all concerned. 3. You will have to chop the tree down in front of the house which would mean a loss of privacy for myself and would be easy for the owners

	<p>and passers by to see my Kitchen, and would not be good for birds and wildlife who use the tree as their homes.</p> <p>4. These plans keep getting re-submitted with very slight changes, myself and my neighbours will ALWAYS object to this ludicrous plan which are ridiculous.</p>
<p>O</p>	<p>I wish to register objections to the size and scope of the proposed development at 39A Adeyfield Road, Hemel Hempstead. I have objections on a number of grounds.</p> <ol style="list-style-type: none"> 1. The property below 39A is a single story residential home for people with Severe Learning disabilities/physical disabilities/autism people. It already has a large new development on one side which overpowers the single story residence. The proposed development of 39A will further overshadow the single story property in an unacceptable way reducing privacy and light. 2. The property at No 39 boundary line with No 39A has a high raised slope that may require construction workers to have access via this property this would cause a serious concern to the health, safety and well-being of a group of vulnerable people and to staff who access a car park below the boundary wall. 3. Staff supporting people living at No 39 use the footpath on a regular basis to support people to access the community by walking or supporting people in wheelchairs. The impact of construction vehicles parked on the pathway will restrict access to the community facilities that they currently use and also the Health and Safety of having to manoeuvre round the parked vehicles at times by having to access a busy road. This has been our experience with the building works that have occurred with the construction that has already commenced on the opposite side of this property. 4. The proposed development frontage onto Adeyfield Road is completely out of character with the rest of the domestic properties along the road. It completely changes the aspect and degrades the visual look. Three story terrace housing of the design proposed is not appropriate. Even the development further down the road has maintained the frontage character and this should be applied to any proposed development at 39A. 5. I have concerns regarding the impact of another numerous vehicles accessing a busy road. Adeyfield Road is a main link road to the industrial area and the M1 motorway for many people. It has at least 5 bus routes including an express service to London. The road is used frequently by emergency services on 'blue light' calls to access the motorway. The proposed access road to this development will be on a particularly hazardous blind spot, just below the top of the hill. Over the last few years at least 2 serious accidents have happened on this road. A new development further down the road has already increased the potential risks and it is my view that adding to that risk would be dangerous. The proposed development should be reduced in size to reduce the risk. 6. The proposed plans show that it is the developer's intention to provide an access road between 39A and 41, by excavating and widening the current access to 39A. 41 Adeyfield Road has a history of severe subsidence along this boundary due to the ground conditions and slope. Creating access to the proposed development by excavations will seriously put the property at 41 at risk.

O	<p>I wish to register objections to this proposed development. The plans submitted are lacking in detail. No dimensions!!</p> <p>1. My main area of concern is the impact of the proposed single dwelling in the garden alongside the boundary with 39 Adeyfield Road, currently a residential care home for severely disabled people. The slope of the land between the two properties is considerable, borne out by the need to have a massive retaining wall at the front of the properties to prevent 39 A falling into its neighbour. The slope increases the height of the proposed dwelling by at least a metre.</p> <p>The proposed dwelling will have a significant effect on the light and be visually intrusive and overbearing to the single storey property of 39 and its residents (see attached photo showing land almost level with roof line of 39 Adeyfield Road)</p> <p>In fact any multi storey dwelling built in the garden would by nature of the slope of the land be overbearing and intrusive. Refusal of any application for building in the garden should always be upheld even if a suitable compromise were found for the development of housing the front.</p> <p>2. . I have concerns regarding the impact of another 8+ vehicles accessing a busy road. Adeyfield Road is a main link road to the industrial area and the M1 motorway for many people. It has at least 5 bus routes including an express service to London. The road is used frequently by emergency services on 'blue light' calls to access the motorway. The hill, where the proposed development is located, is hazardous in bad weather and has had, over the last few years, at least 2 serious accidents, one almost opposite the proposed development. Vision is obscured by road side trees in both directions from the proposed access drive. (see attached photo). A new development further down the road has already increased the potential risks and it is my view that adding to that risk would be dangerous. The proposed development should be reduced in size to just the conversion of the existing dwelling to reduce the risk.</p> <p>3. The proposed plans show that it is the developer's intention to provide an access road between 39A and 41, by excavating and widening the current access to 39A. 41 Adeyfield Road has a history of subsidence along this boundary due to the ground conditions and slope. Creating access to the proposed development by excavations will seriously put the property at 41 at risk</p> <p>4. From the proposed plans there is limited access for emergency vehicles should they need access to the dwellings. The turning area is insufficient for large vehicles, (Fire appliances), to turn especially if cars are parked in the proposed parking areas. This would mean fire appliances having to park on the main road and fight a fire by running hoses etc down the access road. Not an acceptable or safe option.</p> <p>5. A similar situation applies to the collection of rubbish. Currently households in Dacorum have to place wheelie bins by the roadside. This would mean residents in the semi-detached property proposed would need to transport their waste a considerable distance.</p> <p>The crux of my objection is to the proposed semidetached dwelling in the garden. They will have a great impact on the wellbeing of neighbours, be difficult to service, and present a safety issue. Any</p>

	<p>development on this site should be restricted to conversion of the existing dwelling.</p>
<p>O</p>	<p>The proposal does not provide safe and satisfactory access for residents, road users and pedestrians. The impact of having more cars trying to join the road just under the brow of the hill in what is virtually a crossroads with Mountfield Road, will be a real hazard to residents trying to get in and out of driveways, and to the stream of traffic using the road day and night, often at great speed. Adding another 2 dwellings so close to the Mountfield Road Junction would dangerously affect the safety and operation of traffic on an already unsafe Adeyfield Road</p> <p>There is inadequate parking on the proposed development. Adeyfield Road carries a high volume of traffic but it is much narrower than the other main routes from the town centre - Queensway and St Albans Road. There are no traffic calming measures and there is a single pavement on one side of the road. Inadequate parking facilities will bring about the likelihood that cars will attempt to park on the pavement which will be particularly dangerous for mobility scooters and those with prams and pushchairs, who will be forced to move onto the road to pass parked vehicles. Parked vehicles will also seriously compromise visibility for residents and traffic.</p> <p>The size, scale, height and position of the proposed 3 storey semi-detached houses in the back garden would restrict light levels and be visually intrusive to the adjacent bungalow at 39, and our property at 41. This new development would be totally overbearing for those living at no, 39 and would dwarf this care home.</p> <p>The unstable nature of the bank that divides no. 41 from the proposed development would be exacerbated by the excavation and construction of a 50 metre access road running along the length of the boundary between no. 41 and 39a which would also greatly add to noise disturbance. Repairs have also been undertaken in the past to no. 41, including underpinning and structural repairs. Landslip is a continuing feature in an east to west (downhill direction as evidenced by the crumbling front garden supporting walls at no.39a.</p> <p>I hope you will consider these objections carefully and appreciate the fact that they are not only of an aesthetic nature but affect the very fabric of our house at no. 41</p>

