

ITEM NUMBER: 5d

4/02222/19/FUL	Demolition of existing building and construction of 7 flats in two buildings with undercroft parking provision for 9 cars and landscaping. (Amended Scheme).	
Site Address:	16 Hempstead Road Kings Langley WD4 8AD	
Applicant/Agent:	Finleyharrison Ltd/Avalon Construction & Design	
Case Officer:	Simon Dunn-Lwin	
Parish/Ward:	Kings Langley Parish Council	Kings Langley
Referral to Committee:	Due to the contrary views of Kings Langley Parish Council	

1. RECOMMENDATION

That planning permission be granted subject to conditions set out at the end of the report.

2. SUMMARY

2.1 The proposal represents the sustainable development of a brownfield site in an accessible location close to the centre of Kings Langley Village and accords with the NPPF and Policies NP1, CS1 and CS4 of the Core Strategy.

2.2 The scheme proposed is considered acceptable in terms of scale and design in the context of the site and surroundings. It would complement the character and appearance of the site and surroundings without harm to residential amenity and accords with Policies CS11 and CS12 of the Core Strategy and Saved Policies 15, 18, 21 and 111, and Appendix 3 of the saved Local Plan 2004.

2.3 The proposed access and parking arrangements are considered satisfactory and would not adversely impact on highway safety to accord with Policies CS8 and CS12 of the Core Strategy and Saved Policies 51, 54 and 58 and Appendix 5 of the saved Local Plan 2004.

3. SITE DESCRIPTION

3.1 The existing property is a two storey vacant dwelling which appears as a bungalow on the main road frontage to the west with a basement level to the rear garden. The plot slopes steeply to the rear of the site. The rear garden has three out buildings with trees adjacent to the rear boundary. The property backs on to commercial premises.

3.2 The front of the existing house facing Hempstead Road has its entrance into the upper floor of the property at road level, whilst the entrance to the rear of the property is at basement level and accessed from the cul-de-sac off Hempstead Road. The existing house has windows at both ground and first floors on all sides of the property. The front and rear elevation also has a window in the roof space. The roof is steeply pitched.

4. PROPOSAL

4.1 Demolition of existing building and construction of 7 flats in two buildings with undercroft parking provision for 9 cars and landscaping.

4.2 The proposed scheme has been amended from the original submission comprising 9 flats in a continuous block across the site to address design and amenity concerns. Re-consultation has been undertaken with the local community and statutory consultees.

5. PLANNING HISTORY

Planning Applications (If Any):

Appeals (If Any):

6. CONSTRAINTS

A457 - 45.7m Air Dir Limit
CIL2 - Community Infrastructure Levy - Zone 2
FLU - Former Land Use (Risk Zone)
HWT - LHR Wind Turbine
LRGV - Large Village
SIRZ - SSSI Impact Risk Zones
SPZ - Source Protection Zone

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. 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
NP1 - Supporting Development
CS1 - Distribution of Development
CS4 – The Towns and Large Villages
CS8 – Sustainable Transport
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
CS31 – Water Management
CS32 – Air, Soil and Water Quality
CS35 – Infrastructure and Developer Contributions

Local Plan

Policy 10 – Optimising the Use of Urban Land
Policy 13 – Planning Conditions and Planning Obligations

Policy 18 – The size of New Dwellings
Policy 51 – Development and Transport Impacts
Policy 21 – Density of Residential Development
Policy 51 – Development and Transport Impacts
Policy 54 – Highway Design
Policy 58 – Private Parking Provision
Policy 99 – Preservation of Trees, Hedgerows and Woodlands
Policy 111 – Height of Buildings
Appendix 3 – Layout of Residential Dev
Appendix 5 – Car Parking Standards

Supplementary Planning Guidance/Documents:
Accessibility Zones for the Application of Car Parking Standards (2002)
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

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; and
The impact on highway safety and car parking.

Principle of Development

9.2 The application site comprise previously developed land (PDL) within the built up area of Kings Langley Village, defined as a large village within the Dacorum Core Strategy, wherein Policies NP1, CS1 and CS4 apply. The NPPF also encourages the re-use of previously developed land.

9.3 The site is within an established residential area on the edge of the village centre. Core Strategy Policy CS4 encourages the provision of new housing in towns and large villages in a hierarchy of settlements. Saved Local Plan Policy 10 also seeks to optimise the use of available land within urban areas.

9.4 In view of the above, the principle of the proposal is considered to comply with the development plan and the NPPF.

Quality of Design / Impact on Visual Amenity

9.5 High quality design is required in the context of the site and surroundings to comply with Policies CS11, CS12 and CS13 of the Core Strategy, Policies 18, 21, 111 and Saved Appendices 3 and 5 of the Dacorum Borough Local Plan. The density of the proposal is 112 dwellings per hectare (dph) which exceeds the normal range of 30-50 dph set out in Policy 10 of the saved Local Plan.

9.6 However, Policy 10 accepts 'higher densities in urban areas at locations where services and/or work places can be reached without motorised travel or which are served well by passenger transport, for example at town and local centres'. It also stipulates that 'housing proposals will not be permitted if the density of the scheme would adversely affect the amenity and/or character of the surrounding area.

9.7 Paragraph 122 of the NPPF stipulates that planning policies and decisions should support development that makes efficient use of land. Paragraph 123 also encourages a significant uplift in the average density of town centres and other locations well served by public transport, unless there are strong reasons why this would be inappropriate. While it is accepted that the density is high, the location of the site in close proximity to local services and facilities is considered a mitigating factor and the proposed density is considered appropriate for the site for the reasons set out below.

9.8 The proposed development comprise the construction of two separate blocks. The front block, which replaces the existing dwelling is one and a half storeys in height into the roof space for 3 flats with basement parking for 9 cars. It is double fronted in that it addresses the main road and town centre to the front and the cul-de-sac to the side. The rear block is two storeys in height with attic space for 4 flats. The dwelling mix proposed is 6 x 1 bed and 1 x 2 bed starter homes appropriate to the location which would meet an acknowledged demand for smaller homes. The blocks align with the existing building line on the main road and the cul-de-sac to the rear. The blocks are separated by an intervening shared private amenity space. Additional private balconies and rear gardens are provided for flats 1, 2, 5 and 7. The amenity space provision is considered appropriate for the type of housing and location and considered compliant with Appendix 3 of the Local Plan.

9.9 The scale and design of the amended scheme respects the local character. The architectural treatment is neo-classical. The Council's Design Officer supports the amended scheme because the 'composition has been carefully considered and the detailing appear acceptable for the site without having a detrimental impact on the surrounding built environment. Full comments are set out in Appendix A of the report.

9.10 For the above reasons, the density, layout, design and scale of the proposal is considered acceptable and compliant with Policies CS11, CS12 and CS13 of the Core Strategy, Policies 18, 21, 111 and Saved Appendices 3, and the NPPF.

Impact on Residential Amenity

9.11 The footprint of the blocks is consistent with the building line on the main road and the cul-de-sac to the rear. The scale and projection to the rear has been tailored to mitigate the potential adverse impact on outlook of the immediate neighbours at nos.14 and 18. The scale and orientation of the amended scheme omits side windows to the rear block, previously overlooking the rear garden of no.14, and increases the gap between the two to 5m. Side windows to the front block at street (ground) level are screened by side fencing to mitigate potential loss of privacy to no.14. The scale, height and orientation of the blocks relative to the neighbours is not considered to cause any adverse loss of light, outlook or privacy.

9.12 Concern has been raised by the neighbour at no.18 on loss of light to solar panels on the side (south facing) roof slope, and potential water penetration/damp along the common boundary with the proposed rear block. The skyline available to the roof solar panels are not impeded by the roof line to the proposed rear block. Additional clarity has also been provided by the applicant on the proposed position of the guttering to the main roof of the rear block on the common boundary with no.18, notwithstanding that a party wall agreement will be required between adjoining land owners before the development starts. This is a private matter between land owners.

9.13 With respect to amenity considerations for future occupants, the design and layout of the proposal addresses amenity issues inherent within the scheme with regards to privacy and outlook. The gap between the front and rear block is narrow at approximately 10.3m, set against the standard for a minimum privacy distance at 23m in Appendix 3 of the Local Pan.

9.14 However, it is proposed that the rear east facing habitable room windows (living room) to Flat 5 are obscured glazed and fixed shut in mitigation from the west facing windows of Flats 3 and 4 in the rear block. The living room to Flat 5 benefits from glazed patio doors onto the balcony from the same living room overlooking the cul-de-sac to the north. Additional kitchen windows to the rear from Flat 5 are screened by fencing. The elevated rear staircase landing to Flat 5 is screened, and the elevated entrance to Flats 3 and 4 in the rear block, which is approximately 1.15m above ground level, is also enclosed to avoid overlooking and loss of privacy to neighbours.

9.15 The spacing and orientation of the two proposed blocks and positioning of window and door openings, together with amenity spaces and dwelling size would provide a good standard of accommodation for non-family starter homes in a central location.

9.16 For these reasons, it is considered that the amenity impacts on neighbours and of future occupants are acceptable and compliant with Core Strategy Policy CS12.

Impact on Highway Safety and Parking

9.17 No objections are raised by the highway authority with respect to traffic generation, highway safety or access arrangements. A Construction Management Plan is recommended by condition to address site access and traffic management issues during the construction phase.

9.18 The proposed layout accommodates undercroft (basement) parking within the front block for 9 parking spaces with direct access from the cul-de-sac to the side. Cycle storage is provided below the staircase to the front block with access from the private courtyard/central shared amenity space. The Council's maximum requirement for accessibility Zone 4 for the proposed dwelling mix of 6 x 1 bed and 1 x 2 bed dwellings is 9 spaces. Parking spaces are marked out on the layout plan (Level 0). The proposal meets Council standards under Appendix 5 of the Local Plan.

9.19 No objections are raised on access, parking and highway safety. The proposal is considered to comply with saved Policies 51, 54 and 58 of the saved Local Plan and Core Strategy Policy CS8.

Other Material Planning Considerations

Impact on Trees and Landscaping

9.20 The existing trees around the site to the northwest and to the rear are not within the site boundary but very close to it. While the building footprint do not appear to impact the root zone of existing boundary trees on neighbouring land, the trees should nevertheless be safeguarded during the construction phase and a condition is recommended. Landscaping within the site is reserved by condition for further approval.

Waste Management

9.21 The application is supported by details of refuse storage for domestic and recycling waste in accordance with the advice received from the Council's Waste Department which is satisfactory. The refuse storage areas are shown with satisfactory means of access for collection from the main road frontage and from the cul-de-sac to the rear.

Ecology

9.22 The County Ecologist has considered the application and comments are provided in Appendix A. No concerns are raised on ecology subject to a recommended informative.

Ground Contamination

9.23 The Council's Contamination Officer also confirms that appropriate conditions can be applied to address this issue for further detailed investigations to safeguard the health and wellbeing of

future occupants. The recommended conditions, in addition to the Thames Water recommended condition relating to piling, also address comments from the Environment Agency regarding the Ground Water Source Protection Zone.

Noise

9.24 The Environmental Health Officer considers that further details for acoustic insulation is required to safeguard future occupants from traffic noise on the main road to the front and this is treated by condition.

Response to Neighbour Comments

9.25 These points have been addressed above.

Community Infrastructure Levy (CIL)

9.26 The development would be CIL liable in Zone 2 where the adopted CIL Charging Schedule specify a payment of £150 per square metre for all new residential development to address community infrastructure provision. A CIL form has been submitted.

10. CONCLUSION

10.1 In view of the above, the proposal is considered, on balance, to be sustainable development in accordance with the development plan and the NPPF.

11. RECOMMENDATION

11.1 That planning permission be granted subject to conditions set out below.

Condition(s) and Reason(s):

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

ACD 1118 KL C 500 Location Plan
ACD 1118 KL C 501 Access
ACD 1118 KL C 1024 Site constraint REV C
ACD 1118 KL C 1025 Amenity spaces REV C
ACD 1118 KL C 1020 Level 0 as proposed REV C1
ACD 1118 KL C 1021 Level 1 as proposed REV C3
ACD 1118 KL C 1022 Level 2 as proposed REV C3
ACD 1118 KL C 1023 Roof plan as proposed REV C2
ACD 1118 KL C 1030 GIA and National standard REV C1
ACD 1118 KL C 1151 Views 01 and 02 REV C2
ACD 1118 KL C 1152 Views 03 and 04 REV C2
ACD 1118 KL C 1210 Long Section REV C2
ACD 1118 KL C 1211 Cross section REV C3
ACD 1118 KL C 1561 South elevation REV C2
ACD 1118 KL C 1562 North Elevation REV C2

ACD 1118 KL C 1563 West elevations REV C3
ACD 1118 KL C 1564 East elevations REV C3

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

3. No development (excluding demolition/site clearance/ground investigations and below ground works) shall take place until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. Please do not send materials to the Council offices. Materials should be kept on site and arrangements made with the Planning Officer for inspection.

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).

4. No development (excluding demolition/site clearance/ground investigations and below ground works) 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:
 - o all external hard surfaces within the site;
 - o other surfacing materials;
 - o means of enclosure; and
 - o soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs.

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, 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 commencement of the development (except for demolition and site clearance) an overheating and alternative ventilation scheme shall be submitted for the approval of the LPA from exposure to road transportation noise. Such a scheme shall be compiled by appropriately experienced and competent persons. The approved scheme of noise protection measures shall be implemented prior to first occupation and retained thereafter.

Reason: To safeguard the amenity of future occupants to comply with Policy CS12 and CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 170 of the National Planning Policy Framework (2019).

8. Prior to the commencement of any below ground construction works including the erection of any foundations a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan should consider all phases (excluding demolition) of the development. The construction of the development shall only be carried out in accordance with the approved Construction Management Plan which shall include details of:

- o construction vehicle numbers, type and routing;

- o traffic management requirements;
- o construction and storage compounds (including areas designated for car parking);
- o siting and details of wheel washing facilities;
- o cleaning of site entrances, site tracks and the adjacent public highway;
- o timing of construction activities (to avoid school pick up/drop off times);
- o provision of sufficient on-site parking prior to commencement of construction activities;
- o post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- o construction or demolition hours of operation; and
- o dust and noise control measures.

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).

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

Reason: To ensure the permanent availability of the parking /manoeuvring area in the interests of highway safety.

10. The development shall not be brought into use until the vehicle and pedestrian access has been altered to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction.

Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use.

11. Before the premises are occupied all on site vehicular areas shall be 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.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

12. Prior to the first occupation of the development hereby permitted any access gate(s), bollard, chain or other means of obstruction shall be hung to open inwards.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises

13. Prior to the commencement of development hereby approved, a Tree Protection Plan prepared in accordance with BS5837:2012 (Trees in relation to design, demolition and construction) setting out how trees close the site boundary shall be protected during the construction process, shall be submitted to and approved by the Local Planning Authority. No equipment, machinery or materials for the development shall be taken onto the site until these details have been approved. The works must then be carried out according to the approved details and thereafter retained until completion of the development.

Reason: In order to ensure that damage does not occur to trees and hedges during building operations in accordance with saved Policy 99 of the Dacorum Borough Local Plan (2004), Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 170 of the National Planning Policy Framework (2019).

14. No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

15. The two windows at level 1 in the east elevation of Flat 5 and marked on drawing no. ACD 1118 KL C 1564 REV C3 hereby permitted shall be non-opening to a height of 1.7m above internal floor level and permanently fitted with obscured glass for the lifetime of the development.

Reason: In the interests of the residential amenities of the occupants of the adjacent dwellings in accordance with Policy CS12 (c) of the Dacorum Borough Council Core Strategy (2013) and Paragraph 127 (f) of the National Planning Policy Framework (2019).

Informatives:

1. Planning permission 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.
2. The above contamination conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019. The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land.
3. Construction Hours of Working - (Plant & Machinery) Informative

In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1730hrs on Monday to Friday, 08:00 - 13:00 Saturday and no works are permitted at any time on Sundays or bank holidays.

Construction Dust Informative

Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

Noise on Construction/Demolition Sites Informative

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

4. Highway Informatives:

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

2. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

3. 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-and-developer-information.aspx>.

4. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- <https://www.hertfordshire.gov.uk/droppedkerbs/>

5. If bats, or evidence for them, are discovered during the course of roof works, work must stop immediately and advice sought on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England, to avoid an offence being committed.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Kings Langley Parish Council	<p>The Council OBJECTS to this application for the following reasons:</p> <p>It is an unattractive design, out-of-keeping with the village setting Its density - also out-of-keeping with the village setting It will be overbearing on neighbouring properties</p>
Hertfordshire Highways (HCC)	<p>Decision</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> <p>1. Construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:</p> <ul style="list-style-type: none"> a. Construction vehicle numbers, type, routing; b. Traffic management requirements; c. Construction and storage compounds (including areas designated for car parking); d. Siting and details of wheel washing facilities; e. Cleaning of site entrances, site tracks and the adjacent public highway; f. Timing of construction activities to avoid school pick up/drop off times; <p>g. Provision of sufficient on-site parking prior to commencement of construction activities;</p> <p>h. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.</p> <p>Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way</p> <p>2. Prior to the first occupation of the development hereby permitted the proposed access /on-site car and cycle parking / servicing / loading, unloading / turning /waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.</p> <p>Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.</p>

3. The development shall not be brought into use until the vehicle and pedestrian access has been altered to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction.

Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use.

4. Before the premises are occupied all on site vehicular areas shall be 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.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

5. Access Gates - Configuration Prior to the first occupation of the development hereby permitted any access gate(s), bollard, chain or other means of obstruction shall be hung to open inwards.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises. The Highway Authority would ask that the following note to the applicant be appended to any consent issued by the local planning authority:-

INFORMATIVES:

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

2. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

3. 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-and-developer-information.aspx>.

4. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- <https://www.hertfordshire.gov.uk/droppedkerbs/> COMMENTS

This application is for Demolition of existing building and construction of 8 residential dwellings.

The site is located on Hempstead Road, Kings Langley, which is an "A" classified principal road, the A4251. There have been two accidents resulting in personal injury in the vicinity of the site in the last 3 years. There is currently an access from a section of Hempstead Road which is a local access road with a 30mph speed limit and is at the closed end of this cul-de-sac.

PARKING

The proposed development includes eight off-street parking spaces (including a disabled parking space), in a gated underground communal parking area. Secured and covered cycle storage is also to be provided on site, allowing for two bike spaces per flat.

ACCESS

There is a current vehicular access on the northern aspect of the site, which is on a section of Hempstead Road which is a local access road with a 30mph speed limit. This will need to be altered to allow vehicles and pedestrians access onto the site. Pedestrian and vehicular accesses are kept separate.

	<p>An additional pedestrian access is proposed onto the main Hempstead Road.</p> <p>All site accesses are to be gated, which must be installed to open inwards so as not to inconvenience users of the adjacent highway.</p> <p>WASTE COLLECTION Arrangements have been made for the collection and storage of waste.</p> <p>CONCLUSION HCC as highway authority considers that the proposals would not have a severe residual impact upon highway safety or capacity, subject to the conditions and informative notes above.</p>
Rights Of Way (DBC)	No PRow affected.
Contaminated Land (DBC)	<p>Having reviewed the documentation submitted with the above planning application, in particular the S-A-S Phase I Environmental Report (Sept 2019), and having considered the information held by the Environmental Health Department I am recommending the inclusion of the following land contamination conditions should permission be granted.</p> <p>This reflects the possibility for the residential development to be impacted by on and off-site sources of land contamination as identified within the Sept 2019 Phase I report.</p> <p>Contaminated Land Conditions:</p> <p>Condition 1: No development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes: A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and; The results from the application of an appropriate risk assessment methodology.</p> <p>No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority.</p>

	<p>This site shall not be occupied, or brought into use, until:</p> <p>All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.</p> <p>A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Condition 2: Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Informatives: The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019. The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on 'Development on Potentially Contaminated Land and/or for a Sensitive Land Use' in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land.</p>
Environment Agency	<p>We are currently operating with a significantly reduced resource in our Groundwater and Contaminated Land Team in Hertfordshire and North London Area. This has regrettably affected our ability to respond to Local Planning Authorities for some planning consultations. We are not providing specific advice on the risks to controlled waters for this site as</p>

we need to concentrate our local resources on the highest risk proposals.

We recommend, however, that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be in addition to the risk to human health that your Environmental Health Department will be looking at.

We expect reports and Risk Assessments to be prepared in line with our Groundwater Protection guidance (previously covered by the GP3) and CLR11 (Model Procedures for the Management of Land Contamination).

In order to protect groundwater quality from further deterioration:

- No infiltration-based sustainable drainage systems should be constructed on land affected by contamination, as contaminants can remobilise and cause groundwater pollution.
- Piling, or any other foundation designs using penetrative methods, should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.
- Decommission of investigative boreholes to ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies, in line with paragraph 170 of the National Planning Policy Framework.

The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site:

- From www.gov.uk:
- The Environment Agency's approach to groundwater protection (2017)
- Our Technical Guidance Pages, which includes links to CLR11 (Model Procedures for the Management of Land Contamination) and GPLC (Environment Agency's Guiding Principles for Land Contamination) in the 'overarching documents' section
- Use MCERTS accredited methods for testing contaminated soils at the site
- From the National Planning Practice Guidance:
 - Land affected by contamination
 - British Standards when investigating potentially contaminated sites and groundwater:
 - BS 5930:2015 Code of practice for site investigations;
 - BS 10175:2011+A2:2017 Code of practice for investigation of potentially contaminated sites

	<p>- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points</p> <p>- BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwater (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality.)</p> <p>All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.</p> <p>You may wish to consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.</p>
Affinity Water - Three Valleys Water PLC	<p>Thank you for notification of the above planning application. Planning applications are referred to us where our input on issues relating to water quality or quantity may be required.</p> <p>You should be aware that the proposed development site is located within an Environment Agency defined groundwater Source Protection Zone (GPZ) corresponding to Hunton Bridge Pumping Station. This is a public water supply, comprising a number of Chalk abstraction boreholes, operated by Affinity Water Ltd.</p> <p>The construction works and operation of the proposed development site should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the site then the appropriate monitoring and remediation methods will need to be undertaken.</p> <p>For further information we refer you to CIRIA Publication C532 "Control of water pollution from construction - guidance for consultants and contractors".</p>
Noise Pollution & Housing (DBC)	<p>As the development proposes demolition of existing housing and replacement with flats noise should be a consideration due to the nearby Hempstead Road. I believe this can be dealt with by condition, see below.</p>

I would also advise an informative for noise and dust which should be considerations during the demolition and construction phase.

Suggested Condition - internal noise

Prior to commencement of the development an overheating and alternative ventilation scheme shall be submitted for the approval of the LPA for the protection of likely future occupiers from exposure to road transportation noise. Such a scheme shall be compiled by appropriately experienced and competent persons.

The approved scheme of noise protection measures shall be implemented prior to first occupation and retained thereafter.

Reason

Policy CS32 - any development proposals which could cause harm from a significant increase in pollution (into the air, soil or any water body) by virtue of the emissions of fumes, particles, effluent, radiation, smell light, noise or noxious substances, will not be permitted.

Construction Hours of Working - (Plant & Machinery) Informative

In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1730hrs on Monday to Friday, 08:00 - 13:00 Saturday and no works are permitted at any time on Sundays or bank holidays.

Construction Dust Informative

Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

Noise on Construction/Demolition Sites Informative

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

Waste Services (DBC)	<p>The bin storage area for the 5 flats will require 1 x 1100ltr eurobin for residual waste and the same again for recycling and 1 x 240ltr wheeled bin for food waste. the other 3 flats using a different area will require 2 x 240ltr wheeled bins for residual waste and 1 x 770ltr eurobin for recycling and a 240ltr wheeled bin for food waste. There should be no steps between the storage area and the collection vehicle. If all the residents could use one storage area then there should be space to store 2 x 770ltr eurobins for residual waste, the same again for recycling and 1 x 240ltr wheeled bin for food waste.</p>
Hertfordshire Ecology	<p>Thank you for consulting Hertfordshire Ecology on the above, for which I have the following comments:</p> <p>The dwelling to be demolished is located within a residential area of Kings Langley. Hertfordshire Environmental Records Centre (HERC) has no species or habitat information for this property and there are no records of bats in the near vicinity. Available photos appear to show that the roof is well sealed.</p> <p>Given the location and nature of the site, lack of associated records and apparent characteristics of the building, on this occasion I do not consider there is sufficient likelihood of bats being present and affected for the LPA to require a formal survey. However, in the unlikely event that bats are found, given the proposal will involve demolition, I advise a precautionary approach to the works is taken and recommend the following Informative is added to any permission granted.</p> <p>'If bats, or evidence for them, are discovered during the course of roof works, work must stop immediately and advice sought on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England, to avoid an offence being committed.'</p> <p>I do not consider there to be any other ecological issues with this proposal.</p>
Noise Pollution & Housing (DBC)	<p>No change from previous comments.</p>
Conservation & Design (DBC)	<p>The existing bungalow dates from the second half of the 20th century and does not have a particular architectural interest. As such we would not object to its demolition.</p> <p>The proposed revised block of flats would sit comfortably within the surrounding built environment. The composition has been carefully considered and the scale, mass and architectural style and detailing appear acceptable for the site. We believe that the proposals would therefore provide additional housing whilst not having a detrimental</p>

	<p>impact on the surrounding built environment and therefore would support the scheme.</p> <p>It would be recommended that materials and details are conditioned to ensure that the finish is acceptable and in keeping.</p> <p>Recommendation We believe that the proposals are acceptable. External materials, finishes and landscaping subject to approval.</p>
Environment Agency	<p>Thank you for re-consulting us following the submission of further information. We have no comments to make further to our letter dated 27 September 2019.</p> <p>Final comments</p> <p>Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence. Please provide us with a copy of the decision notice for our records. This would be greatly appreciated.</p>
Hertfordshire Highways (HCC)	<p>Amendment</p> <p>Amendment to proposal: Demolition of existing building and construction of 7 flats in two buildings with undercroft parking provision for 9 cars and landscaping. (Amended Scheme). https://planning.dacorum.gov.uk/publicaccess/</p> <p>Decision</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> <p>1. Construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:</p> <ul style="list-style-type: none"> a. Construction vehicle numbers, type, routing; b. Traffic management requirements; c. Construction and storage compounds (including areas designated for car parking); d. Siting and details of wheel washing facilities; e. Cleaning of site entrances, site tracks and the adjacent public highway;

f. Timing of construction activities to avoid school pick up/drop off times;
h. Provision of sufficient on-site parking prior to commencement of construction activities; i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way

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

Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.

3. The development shall not be brought into use until the vehicle and pedestrian access has been altered to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction.

Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use.

4. Before the premises are occupied all on site vehicular areas shall be 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.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

5. Access Gates - Configuration Prior to the first occupation of the development hereby permitted any access gate(s), bollard, chain or other means of obstruction shall be hung to open inwards.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

The Highway Authority would ask that the following note to the applicant be appended to any consent issued by the local planning authority:-

INFORMATIVES:

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

2. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

3. 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-and-developer-information.aspx>.

4. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- <https://www.hertfordshire.gov.uk/droppedkerbs/>

	<p>COMMENTS</p> <p>This application is for Demolition of existing building and construction of 8 residential dwellings.</p> <p>This amendment has reduced the number of flats proposed to 7 with an additional parking space.</p> <p>The site is located on Hempstead Road, Kings Langley, which is an "A" classified principal road, the A4251. There have been two accidents resulting in personal injury in the vicinity of the site in the last 3 years. There is currently an access from a section of Hempstead Road which is a local access road with a 30mph speed limit and is at the closed end of this cul-de-sac.</p> <p>PARKING</p> <p>The proposed development includes nine off-street parking spaces (including a disabled parking space), in a gated underground communal parking area. Secured and covered cycle storage is also to be provided on site, allowing for two bike spaces per flat.</p> <p>ACCESS</p> <p>There is a current vehicular access on the northern aspect of the site, which is on a section of Hempstead Road which is a local access road with a 30mph speed limit. This will need to be altered to allow vehicles and pedestrians access onto the site. Pedestrian and vehicular accesses are kept separate.</p> <p>An additional pedestrian access is proposed onto the main Hempstead Road.</p> <p>All site accesses are to be gated, which must be installed to open inwards so as not to inconvenience users of the adjacent highway.</p> <p>WASTE COLLECTION</p> <p>Arrangements have been made for the collection and storage of waste.</p> <p>CONCLUSION</p> <p>HCC as highway authority considers that the proposals would not have a severe residual impact upon highway safety or capacity, subject to the conditions and informative notes above</p>
Kings Langley Parish Council	OBJECTION - The Council feels this would be overdevelopment and cramping of the site.
Thames Water	Waste Comments

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide [working near or diverting our pipes](https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes). <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to

minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

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

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is

	- Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
62	8	1	14	0

Neighbour Responses

Address	Comments
14 Hempstead Road Kings Langley WD4 8AD	<p>I would like to strongly object to the above planning application.</p> <p>My property is next door, No 14, and the plans are showing there would be a two story brick wall, with windows, running the complete length of the property. At the moment, this brick wall appears to be on my actual boundary, against a window into my sitting room, which is needed to light the room, and continues the complete length of my garden which would take away all light, sun and privacy which would completely destroy my current private garden.</p> <p>No 14 is the smallest property in the area. Built approximately 1922 it is built on a hill - the entrance and living rooms, kitchen, etc single story with a cellar underneath and stairs leading down to bedrooms etc. I would not be happy to have deep excavations for a underground car park near the cellar.</p> <p>Should the development go ahead it would complete devalue number 14 as a private residence.</p> <p>I also object on the grounds that the proposed building is ugly and completely out of keeping in historic Kings Langley. This whole area has detached houses with front and back gardens - no brick built flats. Also even more traffic entering a very busy road. The building of 70 houses on Rectory Farm will add even more congestion.</p>
18 Hempstead Road Kings Langley WD4 8AD	<p>This application is totally out of character with the other properties 2 – 36 Hempstead Road. These are all detached houses or bungalows with gardens.</p> <p>This application will involve building on virtually the whole of the plot of land. It would fill the space with red bricks and windows. Like a huge wall next to neighbours houses.</p> <p>The vast size of the 8 Dwelling properties will dwarf the surrounding properties. It will cut out our natural light(No.18) , and our solar panels</p>

	<p>would become ineffective. We would be overlooked by many windows and our privacy intruded upon at the front of our house.</p> <p>The 'Telegraph' on 30th September 2019 headlined that Residents to get rights to fight Ugly buildings, in the search for a quality and sensitive design. We consider this proposal to be very ugly, and everybody I have talked to and shown plans to have totally agreed with us. It is so out line with other houses in this neighbourhood.</p> <p>The slip road, which at present is used by 16 – 36 Hempstead Road is only just adequate for the present occupiers. Sometimes it is a problem with double parking and blocking in by trades, visitors, shoppers and shop workers using the road to park.</p> <p>This proposed development would put unreasonable strain on an already busy slip road. Many more cars will be trying to use the road, the turn around areas and probably the grass. It may become completely congested.</p> <p>The slip road will be the only access if building commenced. This would bring huge more heavy, building traffic all on this small road. All of this would come in at the top of our drive(No.18) and we would have to endure Possibly a year plus of misery, inconvenience, noise, mud, lorries, heavy traffic and so much upheaval.</p> <p>If this proposal were to be built, the use of roller shutter at the only road entrance just above our house would possibly mean noise day and night, as shutters (as used in the building yard) become noisy in time. This would add to the total new noise pollution.</p> <p>We are horrified at the size of this proposal, and it's effect it will have on our lives, if it were to go ahead. We would pray for our health and sanity.</p>
<p>25 Hempstead Road Kings Langley WD4 8BR</p>	<p>The proposed scheme fills the site and is out of keeping with the surrounding area, which is domestic dwellings with gardens.</p> <p>Our biggest objection however is the total lack of any parking on site. Where are owners or visitors going to park? There is no parking on Hempstead Road or The Nap and the spur leading to the development has limited parking in front of existing houses. The nearest is therefore in Rectory Lane, which is already well used by its own residents.</p> <p>We are also likely to have a large development of houses on rectory farm, which will increase traffic and parking issues in the immediate area. This development is therefore not needed or appropriate for the location.</p>
<p>25 Hempstead Road Kings Langley WD4 8BR</p>	<p>I object to this development as it totally fills the site, is out of keeping with adjacent houses and has no provision for 9 occupier's or visitors parking. There is no available parking in the cul de sac, Hempstead Road or The Nap, so where will their cars go, especially as Rectory Farm just down the road is also shortly to be developed for housing?</p>

32 Hempstead Road
Kings Langley
WD4 8AD

We write in objection to the development of 16 Hempstead Road, Kings Langley.

We understand that the project has already received advice and support, pre-application and consequently has reduced the number of units from 9 to 8.

Surely it would have been prudent to advise the neighbours and request comments from the residents of this cul-de-sac before any proposal was discussed by the Council.

Even with the reduced provision of 8 units, we consider this to be an over development of the land available and will have a detrimental impact on the surrounding dwellings, encroaching on their privacy, access, noise and natural light.

The proposed elevation drawings for the new proposal are not in keeping with the look of surrounding properties and the building is overbearing in relation to the two storey houses already located in the cul-de-sac.

Increased traffic in the cul-de-sac will prove dangerous to the children and pets living there. The existing access road is already a difficult one to enter/exit from the main Hempstead Road. There are plans to provide additional housing in the village by building on the Rectory Road site which will increase the traffic usage on Hempstead Road and further hamper access to the cul-de-sac.

The new residents and their visitors may choose to park on Common Lane for ease of access to their properties, which will prove hazardous and impede access in that road especially for the Fire Station.

Difficulties will be experienced by the current occupants of the cul-de-sac during the construction process. Where will construction workers park and how do they intend to accommodate the large construction vehicles that will be needed for excavation/delivery/collection etc? The present parking availability within the cul-de-sac is already limited and appropriate access for emergency service and other regular large amenity vehicles (refuse collection) that service this area must be maintained at all times. Any additional parking within the cul-de-sac will undermine the safety of those living here.

The overall provision and accessibility for parking on the development has been underestimated along with the provision of adequate refuse and recycling areas.

Do the proposed plans conform to the residential parking provision regulations stipulated by the Council? I believe this to be 1.75 spaces per dwelling, which would result in the provision of 14 spaces for this development.

An exclusion zone for parking in both left- and right-hand side turning circles along with protection from parking on the grassed area in front of the houses to ensure that safety is maintained, and our small greenbelt preserved.

	<p>The plans shown on the website do not include the tree survey suggested. Protection for the trees that separate the cul-de-sac from the main Hempstead Road must be considered.</p>
<p>26 Hempstead Road Kings Langley WD4 8AD</p>	<p>This proposal would be totally out of keeping with the rest of the village.</p> <p>Such a development would devalue our surrounding properties and will add parking problems within our CUL DE SAC and surrounding areas due to inadequate proposed parking spaces within this new site.</p> <p>The proposal is totally over developed to try and cram in all these dwellings in such a small piece of land is unacceptable.</p> <p>The adjoining properties will be totally engulfed and the construction will block out natural sun light and effect existing solar panels on neighbors roof.</p> <p>Also our road will be disrupted with construction lorries, plant and vans etc for the duration of this project and will be dangerous for children, pets and will obstruct the turning point adjacent to the site.</p> <p>If a proposal like this is allowed then it will set a precedent for anyone in the future to carry out such developments on what is a standard sized plot of land.</p> <p>With the proposed Rectory farm development already in progress a 100 mtrs away we are being imprisoned by unwanted housing forced onto this village by weak councils and greedy developers.</p> <p>We will oppose this by any means possible including by the ballot box.</p> <p>Regards S Mitchell</p>
<p>Glenwood, Harthall Lane WD4 8JN</p>	<p>I have the following concerns with the above application:</p> <p>The measurement for P1 is taken from the longest side, if one measures 4.8m from the shortest side then the vehicle would stick out and partially block P2.</p> <p>The measurement of 5m in P2 extends beyond the property boundary into 14 Hempstead Road. The line stating it is 5m is also shorter than the other lines on the plan which are 4.8m, assuming all of the other measurements are correct then the distance which claims to be 5m is in fact 4.7m of which only 4.55m is within the property. Therefore, I would not rely on any of the given measurements in the plan and ensure you check them with your own software. The plan does not show any kind of wall on the boundary with 14 Hempstead Road, I do not believe it would be possible to build without such a wall, which presumably would reduce the available space by approximately 300mm.</p> <p>The lengths of spaces P3 to P7 are all less than the minimum requirement of 4.8m, in the case of P7 it is only about 4m. Even if one allows the spaces to be the old standard of 4.8m in length then this would not leave the aisle width of 6m required by the Manual for Streets. The total width including P2 is 10.7m falling to less than 10.1m for P7 (these figures assume there is no retaining wall on the site, which as stated above seems unlikely meaning the actual space available will be reduced further)</p>

	<p>P8 is restricted on both sides, which essentially means it is a garage, the local and national parking standards for a garage require a width of 3m to allow a vehicle to feasibly be parked and doors opened.</p> <p>Several applications I have seen recently determined in the Borough have used the emerging parking standards which require spaces to be 2.5x5m.</p> <p>Given many modern cars are around 5m in length (and some such as Range Rovers exceed this) I do not believe this to be unreasonable. When spaces are restricted to one side (such as P2 and P7) it is also normal to require extra width (Hertfordshire Highways suggest these bays should be 2.7m wide). This means P2 to P7 would require a minimum total width of 15.4m, however, the total according to the plan is 15.02m.</p> <p>Given the highly constrained parking arrangements I would expect swept path analysis to be provided to ensure vehicles do not have to reverse through the gates right next to the pedestrian entrance, steps and bin store. It would be particularly interesting to see how the analysis for P2 works when the spaces P1 and P3 are occupied with modern sized cars.</p> <p>The proposal appears to be totally lacking in any analysis to demonstrate that the 45-degree rule is followed in relation to the neighbouring properties, and it is questionable as to whether the scheme can possibly comply with this requirement given the bulk of the proposal.</p> <p>I hope you will look into these concerns and ensure they are addressed before the application is determined.</p>
<p>19 Great Whites Road Hemel Hempstead HP3 9LH</p>	<p>As a local resident, who grew up in and around Kings Langley, I find it very depressing that every chance is taken to replace original buildings with brand new and out of character money generating opportunities.</p> <p>Not to mention the residents thoughts, either side, who when purchasing their own homes would think that they would be flanked by flats towering over their own properties and gardens. The size is intimidating.</p> <p>The proposed building is out of character for the rest of the village and would set a precedent for more construction of this type.</p> <p>The junction on which it is situated is already hazardous.</p>
<p>28 Hempstead Road Kings Langley Hertfordshire WD4 8AD</p>	<p>I completely object to this development for a number of reasons</p> <ol style="list-style-type: none"> 1) it is not in keeping with the surrounding areas, the 7 flats and the look of the property is not in keeping with the houses around it 2) There is already insufficient park along Hempstead Road cul de sac and building 7 properties - with 9 spaces is completely inadequate

	<p>3) Building underground parking will be affect the properties next to it</p> <p>4) there are a significant amount of bats in the back gardens of properties on Hempstead road and the building work would completely unsettle any colony</p> <p>I request the parish not to back such development that is not in keeping with the village</p> <p>This proposal is not in keeping with the properties in surrounding area, there is already significant parking issues for the residents along Hempstead road and building 7 flats with completed insufficient parking is unacceptable.</p> <p>This property is not about enhancing the village merely the owner looking to line their pockets.</p>
<p>17 Hempstead Road Kings Langley Hertfordshire WD4 8BR</p>	<p>This development proposes 7 units, therefore it must have 14 parking spaces at minimum.</p> <p>The simple fact is that you need two parking spaces at minimum per property. Failure to do so results in what has happened down by the Red Lion in Nash Mills where it is now impossible to walk a buggy down the pavement because cars are parked all over the place.</p> <p>Theis development requires two parking spaces per unit that are being sold, nothing less.</p> <p>Parking is already dangerous on Common Lane as it is. Cars regularly flout the parking restrictions and cause blockage to the fire engines exiting the lane. Failure to provide sufficient parking for this development will mean a significant increase in cars being parked illegally, and will generally decrease the neighbouring residents quality of life. We regularly battle to get into our drive in the evenings upon returning from work because people are parked across our drive waiting for a space to become free in the layby. And that's if we're lucky enough for the person to still be in the car and not in the fish and chip shop.</p> <p>We absolutely cannot consent to this development which fails to take into consideration modern parking requirements.</p>
<p>20 Hempstead Road Kings Langley Hertfordshire WD4 8AD</p>	<p>I totally object to the new plans for 16 Hempstead Road, once again they are ugly and overwhelming, too high too many windows and balconies ! is that so they can look into the neighbours property?? The size again is huge, looks like a prison, the large gate to the parking is overbearing and will more than likely be noisy opening and closing all day....</p> <p>The cul de sac to the development is small and over crowded already some days I'm blocked in my drive by people popping to the shops !! The grass verge is a mess the bin men struggle to get down to the end without backing up along the grass some days, where will the lorry's and trucks be able to turn or park the road will become so dangerous even before the build there's no way they can turn so they will have no option but to reverse. Where are the visitors, friends and family expecting to park for the flats there's not enough parking already underneath,The Nap is overflowing already the village is solid with</p>

	<p>vehicles especially Common Lane, with the fire engine struggling to get out some days, this will add to the problem not to mention if Rectory Lane goes ahead!</p> <p>Hempstead Road is already a busy road adding a site this size will make this area of the village even more dangerous, there's no safe crossing and there have been many accidents over the past few years.</p> <p>Let's not ruin this lovely village with theses ugly overbearing developments trying to squeeze In on it .</p>
<p>32 Hempstead Road Kings Langley Hertfordshire WD4 8AD</p>	<p>My husband and I write in objection to the development of 16 Hempstead Road, Kings Langley.</p> <p>Our reasons remain the same as our original objection to the first proposal made for development.</p> <p>Even with the reduced provision of 7 units i this revised proposal, we consider this to be an over development of the land available and will have a detrimental impact on the surrounding dwellings, encroaching on their privacy, access, noise and natural light.</p> <p>The proposed elevation drawings for the new proposal are not in keeping with the look of surrounding properties and the building is overbearing in relation to the two storey houses already located in the cul-de-sac. The greed of the developer shows complete disregard for the current occupants of this part of the village.</p> <p>Increased traffic in the cul-de-sac will prove dangerous to the children and pets living there. The existing access road is already a difficult one to enter/exit from the main Hempstead Road. There are plans to provide additional housing in the village by building on the Rectory Road site which will further increase the traffic usage on Hempstead Road and we feel that over development of this particular site is not necessary.</p> <p>Difficulties will be experienced by the current occupants of the cul-de-sac during the construction process. Where will construction workers park and how do they intend to accommodate the large construction vehicles that will be needed for excavation/delivery/collection etc? The present parking availability within the cul-de-sac is already limited and appropriate access for emergency service and other regular large amenity vehicles (refuse collection) that service this area must be maintained. Already the large Council refuse trucks have to mount the curb on the nature strip side to access both sides of the cul-de-sac and this will definitely be made even worse by this proposal. Any additional parking or usage within the cul-de-sac will undermine the safety of those living here.</p> <p>The overall provision and accessibility for parking on the development has been underestimated along with the provision of adequate refuse and recycling areas. If there is the provision of 7 flats there is likely to be a requirement for up to 14 cars and even further increased by visitors etc.</p>

	<p>The new residents are likely to want to park in the cul-de-sac which is already overcrowded with people visiting the village shops parking outside our houses and others who leave their cars there for many hours.</p>
<p>18 Hempstead Road Kings Langley Hertfordshire WD4 8AD</p>	<p>Objection to Planning Ref. 4/02222/19/FUL</p> <ol style="list-style-type: none"> 1) This application is totally out of character with all other properties, 2 - 36 Hempstead Road. These are detached houses or bungalows all with gardens. 2) The vast size of the 7 Dwelling properties and 9 garages will dwarf the surrounding properties. It will cut out the natural light(No.18), and our solar panels would become ineffective. The planting of trees will also cut the natural light coming from the South direction. Not environmentally friendly. 3) The slip road, which at present is used by 16 - 36 Hempstead Road is only just adequate for the present occupiers. Sometimes it is a problem with double parking and blocking in by trades, visitors, shoppers and shop workers, all using the road to park. It would be essential that double yellow lines are put in the turn around area to stop blocking this area. 4) This proposed development would put unreasonable strain on an already busy slip road. Many more cars will be using this road, and will park on the grass , as well as the turn around area. 5) The slip road will become the only access if building commenced. This would bring in heavy lorries and building traffic. It could make us prisoners in our own home if lorries unload at the top of our drive blocking us in for long periods of time. If the slip road has cars parked in it, we can see that large lorries may try to park on our driveway, which is only suitable for domestic use. A great deal of damage could be caused to our drive. I have frequent hospital appointments at 'Mount Vernon' and worry that during any construction, I may be unable to get away from my house to keep my appointments. 6) The slip road is the only entrance from a VERY busy High Street for houses 16 -24. There are at present 5 garages. The proposed development will increase the garages in this area to 13. The slip road is small, and increased traffic on this scale has inevitably got to cause problems for residents. 7) In the event of an emergency vehicle needing to come into this end of the slip road, this would be virtually impossible, once any building was to commence. 8) It appears from the plans that there will be a second wall next to my wall(No.18). Digging a second set of footings so close to the original could undermine my house footings and cause subsidence.

	<p>9) From the drawings I cannot see if the gutter of the new build will protect my wall from water damage. The wall is so close it would almost certainly cause dampness to our walls.</p> <p>10) From the plans it appears that our house walls will have the proposed flats walls only inches from our house. Our detached house will appear to be semi detached. Noise from the flats will encroach on our house and occupants.</p> <p>11) On the land on No.16 between the rear of the garage and the fence to 'Skyline Roofing' there was a cesspit for many years. I think the waste has now been connected to mains drainage with Houses 14 plus. I think the cesspit is still in the ground. When it was in use it overflowed on a regular basis, it smelt and saturated the ground. The overflow ran through the fence into 'Skyline Roofing(Formerly 'Kings Langley Building Supplies') . I assume this area on No. 16 must be polluted?</p> <p>12) We remain horrified at the size of this proposal, and its effect on our lives, if it were to go ahead. We would be concerned for our health and sanity.</p>
<p>14 Hempstead Road Kings Langley Hertfordshire WD4 8AD</p>	<p>To my horror I find that I have missed the date for response for comments on the above proposed planning application. I do hope that my comments can be included.</p> <p>I strongly object to the proposed plans.</p> <p>A two story building down the complete border of my back garden would destroy my property. I would have no privacy and my conservatory and green house would be rendered useless through lack of sun.</p> <p>Visually I would be looking at a two story brick wall instead of the present trees and shrubs of neighbours gardens.</p> <p>I have a large window in my sitting room to give light to that area of the room which would be restricted by a brick building.</p> <p>Although my property is on a very busy main road there is very little noise owing to a large hedge in the front, and nothing can be heard in the back of the house and garden. I am sure this would not be so if there were many people living in such close proximity.</p> <p>MOST IMPORTANT: Hempstead Road is extremely busy and has a bend just where the proposed exit for the development would be. From my drive it is not possible to see the coming traffic. Although there is a 30 mile speed limit some people do not adhere to this and come round the bend at speed. I frequently have to wait to exit my drive and the added vehicles from further development would cause unnecessary</p>

danger. The future development of many houses on Rectory Farm is also going to add to this.

The properties on Hempstead Road are all detached houses set in their own land and a block of red brick flats would be completely out of place - this is a village!

I have been unable to find the detailed site drawings for this proposed development online.