

**ITEM NUMBER: 5d**

<b>20/03819/FUL</b>	<b>Demolition of 31 residential garages and construction of 4 no. dwelling houses</b>	
<b>Site Address:</b>	<b>Garage Court Dione Road Hemel Hempstead Hertfordshire</b>	
<b>Applicant/Agent:</b>	<b>Mr Ian Johnson</b>	<b>Mr Ian Morrison</b>
<b>Case Officer:</b>	<b>Martin Stickley</b>	
<b>Parish/Ward:</b>	<b>Hemel Hempstead (No Parish)</b>	<b>Highfield</b>
<b>Referral to Committee:</b>	<b>The application is referred for the consideration of the Development Control Committee as the site is owned by the Borough Council.</b>	

**1. RECOMMENDATION**

1.1 That planning permission be **GRANTED** subject to conditions.

**2. SUMMARY**

2.1 The application site is located within the residential area of Hemel Hempstead. It is not an allocated housing site and is a 'windfall site'. Dacorum's Core Strategy directs residential development to the towns and established residential areas (see Policy CS4 of the Dacorum Borough Core Strategy (2013)).

2.2 Four new dwellings are proposed to be located on land currently occupied by terraces of domestic garages, which originally served existing nearby residential properties. Over time, the garages have become either disused or underused, and this application offers the opportunity to create high quality affordable housing in their place, improving the local environment and security through new landscaping and increased natural surveillance.

2.3 The redevelopment of this site provides the Council, as a provider of housing, with the opportunity to complement the existing housing stock in the area and to meet its own objective of providing affordable housing. The Council's affordable housing studies have identified a strong need for new, family-sized homes for local people. As such, and given that the development would be located in a sustainable location (being near to local facilities and public transport linkages), the proposal is in accordance with Policies CS1, CS4, CS17 and saved Policy 10 of the Dacorum Borough Local Plan (2004).

**3. SITE DESCRIPTION**

3.1 The application site relates to several blocks of garages situated at Dione Road within the urban boundary of Hemel Hempstead and the residential area of Highfield (HCA20). The access road is between Nos. 99 and 101 Saturn Way. The site is an irregular shaped plot (L-shaped) with an area of approximately 0.21ha. The site is relatively flat but there is a slight decrease in level in the western section of the site, towards Hyperion Court. Beyond the northern boundary lies the Nicky Line, which is enclosed by a dense belt of trees that provides a significant green corridor. This area, to the north, is designated 'open land'.

3.2 The Highfield residential area is a large New Town neighbourhood comprised mainly of housing from the typical 1960's. However, there are also subsequent developments from later periods, for example, a similar garage redevelopment at Mimas Road around 75m to the west (approved in 2009). The area is characterised by its regular, angular spatial layout, which features a high incidence of amenity greens and landscaping. Design is varied throughout the Highfield area but parts do have distinct identity and character. In terms of the Heights (known as the 'Planets' area), the character is somewhat traditional with plain gabled, pitched roofing with typical stock brickwork.

#### **4. PROPOSAL**

4.1 Planning permission is sought for the demolition of 31 garages and the construction of four residential units (2 x 2-bedroom and 2 x 3-bedroom) with associated parking areas and gardens. The shape of the site limits the spatial layout and consequently the houses have been split into two blocks (pairs) of semi-detached houses. This application forms part of a Planning Performance Agreement (PPA) that encompasses seven garage sites.

#### **5. PLANNING HISTORY**

None

#### **6. CONSTRAINTS**

Ancient Woodland: Ancient & Semi-Natural Woodland

CIL Zone: CIL3

Former Land Use (Risk Zone):

Open Land: Highfield

Parish: Hemel Hempstead Non-Parish

RAF Halton and Chenies Zone: Green (15.2m)

Residential Area (Town/Village): Residential Area in Town Village (Hemel Hempstead)

Residential Character Area: HCA20

Smoke Control Order

Parking Standards: New Zone 3

Town: Hemel Hempstead

#### **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**

National Policy Guidance (2019)

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

Dacorum's Core Strategy (2006-2031)

NP1- Supporting Development

CS1 - Distribution of Development

CS2 - Selection of Development Sites

CS4 - The Towns and Large Villages

CS8 - Sustainable Transport

CS9 - Management of Roads

CS11 - Quality of Neighbourhood Design

CS12 - Quality of Site Design

CS17- New Housing

CS18 - Mix of Housing

CS19 - Affordable Housing  
CS26 - Green Infrastructure  
CS29- Sustainable Design and Construction  
CS31 - Water Management  
CS32 - Air, Soil and Water Quality  
CS35 - Infrastructure and Developer Contributions

Dacorum Borough Local Plan (Saved Policies) (1999-2011)

Policy 10 - Optimising the Use of Urban Land  
Policy 18 - The Size of New Dwellings  
Policy 21 - Density of Residential Development  
Policy 51 - Development and Transport Impacts  
Policy 57 - Provision and Management of Parking  
Policy 58 - Private Parking Provision  
Policy 99 - Preservation of Trees, Hedgerows and Woodlands  
Policy 100 - Tree and Woodland Planting  
Policy 111 - Height of Buildings  
Policy 129 - Storage and Recycling of Waste on Development Sites  
Appendix 1 - Sustainability Checklist  
Appendix 3 – Layout and Design of Residential Areas

Supplementary Planning Guidance/Documents

Area Based Policies: HCA20 (Highfield) (May 2004)  
Manual for Streets (2010)  
Planning Obligations (April 2011)  
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)  
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)  
Affordable Housing (January 2013)  
Parking Standards (November 2020)

## **9. CONSIDERATIONS**

### Main Issues

9.1 The key considerations relating to this application include:

- The principle of development;
- The quality of residential development and living conditions of existing and future residents;
- Highway safety and car parking; and
- Any other material planning considerations.

### The Principle of Development

9.2 The application site is located within the residential area of Hemel Hempstead. It is not an allocated housing site and is a 'windfall site'. Dacorum's Core Strategy directs residential development to the towns and established residential areas (see Policy CS4). The Area Based Policy HCA20 (Highfield) highlights that there is scope for the redevelopment of garage blocks, however, only if alternative provision is made for displaced vehicle parking.

9.3 The proposal would contribute to the Borough's housing stock (in accordance with Policy CS17). As such, and given that the development would be located in a sustainable location, the proposal is in accordance with Policies CS1, CS4 and CS17. Saved Policy 10 of the Local Plan, encourages the

effective and efficient use of urban land. Considering this, there is no compelling objection to the principle of the proposed development.

#### Quality of Residential Development / Living Conditions

9.4 The impact on the established residential amenity of neighbouring properties is a significant factor in determining whether the development is acceptable. Policy CS12 states that development should avoid visual intrusion, loss of light and loss of privacy to neighbours. Paragraph 127 (f) of the National Planning Policy Framework (henceforth referred to as the 'Framework') requires development to create safe, inclusive and accessible places that promote health and well-being and a high standard of amenity for existing and future users.

9.5 HCA20 identifies a number of development principles for the area. These include:

*“Design: Should respect the characteristics and architectural themes of nearby and surrounding development. Alternative designs may be acceptable in cases where a clear distinction in design can be drawn from nearby and surrounding development, for example on sites clearly separated from other dwellings. Such alternative designs are unlikely to be acceptable on infill plots for single dwellings.*

*Type: All types of dwelling are acceptable.*

*Height: In most cases, should not exceed two storeys. Three-storey development may be permitted where adjacent to buildings of a similar or greater height, dependent on its impact on the character and appearance of the area.*

*Size: Small to medium sized dwellings are acceptable.*

*Layout: Development proposals are strongly encouraged to make use of the existing layout structure as a basis for new layouts. The feature of dwellings grouped around landscaped amenity greens is encouraged. Prevalent building lines should be followed. Spacing in the medium range (2 m to 5 m) is expected.”*

#### Layout / Residential Amenity / Living Conditions

9.6 The proposed layout is considered acceptable. The gardens are adequately sized, averaging at around 12.5m in depth and 6.5m in width, complying with saved Appendix 3 of the Local Plan. The proposed spatial layout has regard for the existing units fronting on to Saturn Way and Hyperion Court in terms of avoiding amenity issues such as adverse privacy, sunlight and daylight implications. There is one first-floor flank window on Plot 4 that would give rise to overlooking. An obscure glazing condition would be imposed if this application is approved to counter this. No other windows would result in significant overlooking issues.

9.7 Plots 3 and 4 would be situated behind the rear gardens of 105 and 107 Saturn Way. The flank wall of Plot 4 would be clearly visible from the gardens and rear windows of these neighbouring properties. The proposed buildings have been set in from the site's boundary to provide a separation distance of approximately 21.5m. In terms of scale, the proposed buildings are not excessively tall or bulky. As such, there would be limited implications in terms of visual intrusion on these neighbouring properties.

9.8 The proposed new dwellings would not infringe upon the 25-degree line taken from any of the nearest ground-floor windows on neighbouring properties. It is considered that the roof form, height and siting of the new buildings would ensure that the development would not adversely affect daylight and sunlight from reaching neighbouring properties. The scheme complies with the Building Research Establishments 'Site layout planning for daylight and sunlight: a guide to good practice'.

9.9 The buildings are located to the north of Saturn Way. It is therefore unlikely that there would be severe loss of sunlight to these neighbouring gardens. Turning to the neighbours on Hyperion Court, the proposed structures would be some 50m away. The land level drops slightly as you move towards these neighbours, but the distance between the buildings would provide an acceptable buffer, mitigating impacts on residential amenity.

9.10 In terms of demolition and construction, if this application is approved, these are aspects that would be controlled by Environmental Health. Various informatives shall be added regarding construction hours, etc.

### *Quality of Design*

9.11 The immediate area (i.e. Saturn Way and Hyperion Court) consists of 1960's housing with modest architectural detailing. The area is not located within an area of any special planning control in terms of design. Amendments to the architectural detailing have been introduced during the planning process such as façade treatment along the party walls. Additional elements, such as chimneys, have been included to add visual interest to the elevations and help the development assimilate with existing design features in the area. Overall, it is considered that the design approach respects the appropriate vernacular scale and design of the Highfield character area.

9.12 The proposed external materials comprise red brick, roof tiles, aluminium windows, timber doors and timber effect cladding. The drawings highlight that some of the materials are still to be confirmed e.g. the roof tiles. Therefore, it is necessary to condition details of materials if the application is approved.

9.13 The proposal would provide a high quality living environment for future occupiers and would not result in significant adverse impacts on the neighbouring properties. The quality of residential development and the impact on the living conditions is considered acceptable in accordance with the aforementioned policies.

### Impact on Trees

9.14 There are a number of trees within close proximity to the site that must be considered. The submitted Arboricultural Report (ref: S231-J1-IA-1) identifies that no trees of significant landscape value or amenity would be detrimentally affected by the development. Dacorum's Trees and Woodlands Department have reviewed this document and raised no objections to the proposed works.

9.15 The drawings found in the Appendices of the Arboricultural Report illustrate the root protection areas of the trees and measures to protect them during the preparation, demolition, construction and landscaping phases (see S231-J1-P1 Rev 2, S231-J1-P2 Rev 2 and S231-J1-P3 Rev 2). These details would be conditioned if the application is approved.

9.16 Due to the location of the trees, it is unlikely that the proposed properties would be significantly overshadowed or suffer from unacceptable levels of daylight. Taking the above into account, it is concluded that there would be a limited impact on existing vegetation in accordance with saved Policy 99. Four new trees would be provided (see Proposed Site Plan) in accordance with Policy CS29. These trees would be secured by a landscaping condition.

### Parking and Highway Safety

9.17 Policy CS12 seeks to ensure developments have sufficient parking provision. The Framework states that if setting local parking standards authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport, local car

ownership levels and the overall need to reduce the use of high emission vehicles. The Parking Standards Supplementary Planning Document (SPD) provides policy guidance for the amount of parking provision required for new developments. It highlights the following (per residential unit) in this area:

2 bedroom dwellings – 1.5 allocated spaces or 1.2 unallocated spaces

3 bedroom dwellings – 2.25 allocated spaces or 1.8 unallocated spaces

9.18 The proposed layout provides eight allocated spaces (two per unit) and two visitor spaces (total of ten). This meets the parking standards for allocated spaces and provides two additional spaces for visitor parking. The proposal is therefore deemed acceptable in this regard.

9.19 The SPD requires the provision of electric vehicle charging points. As these are not illustrated on the drawings, details will be conditioned if the application is approved.

9.20 Policies CS8, CS9 and saved Policy 51 seek to ensure developments have no detrimental impacts in terms of highway safety. Paragraph 109 of the Framework states, 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

9.21 Hertfordshire County Council as the Highway Authority have assessed the highway impacts and raised no objection to the proposals. They consider the existing access and proposed layout appropriate in terms of highway safety and manoeuvrability for larger vehicles e.g. fire tender and refuse vehicles.

9.22 In summary, the proposed parking and access arrangements are considered acceptable and policy compliant.

### Other Considerations

#### *Loss of Garages*

9.23 HCA20 states that the redevelopment of garage blocks will only be acceptable if alternative provision is made for displaced vehicle parking. The widths of the existing garages are generally unsuitable for modern vehicles except motorcycles. Therefore, the only vehicles displaced would be those informally parked in the garage court area.

9.24 It appears a number of the residents at Hyperion Court park their cars at the ends of their gardens. These properties benefit from pedestrian access rights on to the garage block but do not have vehicular access rights. The area of hard standing to the rear of these properties would be retained but it is likely that it would be needed for the manoeuvring of vehicles.

9.25 Dacorum's Verge Hardening Team were contacted to determine whether there is scope to provide parking areas in the vicinity. They investigated this and highlighted concerns from Trees and Woodlands, who stated that providing parking bays in the surrounding area could affect root protection zones of existing trees. Other suggestions for parking areas were dismissed, as some of the bays would be very close to the corners of junctions, and could ultimately result in highway safety issues when exiting onto the carriageway.

9.26 It is considered that if any vehicles are displaced by the proposals, there would only be a limited number. There are no parking restrictions on many of the surrounding streets and although residents have highlighted parking difficulties, it is considered that on balance the redevelopment of the site and the provision of four affordable units would outweigh a slight increase in on-street parking.

### *Landscaping*

9.27 The proposed site plan details planting at the fronts of the properties, which should help to soften the visual impact and create an attractive development. The boundary treatment (1.8m timber fencing) and surfacing materials (block paving and bound gravel) are considered acceptable. Full details of landscaping would be requested by condition if the application is approved.

### *Ecology*

9.28 An Ecological Survey and Bat Report has been submitted to the Local Planning Authority as part of the application submission. No significant concerns are raised by the conclusions of the reports. They have highlighted that no further surveys are required but recommended that the late discovery protocol be followed should bats be discovered. This would be added as an informative if the application is approved. An informative relating to nesting birds shall also be added.

9.29 The report also highlights that any lighting as part of the development does not increase and negatively affect local bat populations, particularly along the woodland edge and the Disused Railway (Nickey) Line. Details of any external lighting would therefore be secured as part of the landscaping condition.

### *Refuse*

9.30 Developers are expected to provide adequate space and facilities for the separation, storage, collection and recycling of waste (see Dacorum's 'Refuse Storage Guidance Note').

9.31 The site plan indicates where bin storage for the properties is located. These areas are proposed to the sides/rear of the properties and would be visually obscured from the surrounding area. The refuse collection point is located to the southeast of the site. No concerns are raised regards this.

### *Community Infrastructure Levy*

9.32 Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. The Charging Schedule clarifies that the site is in Zone 2 within which a current charge of £197.24 per square metre is applicable to this development.

9.33 Depending on the tenure of any affordable housing units, these may be exempt from the payment of CIL. It is recommended that any exemption requirements are discussed with the CIL team prior to the submission of the proposals and that relevant paperwork is completed expediently upon any issue of planning permission.

### *Contamination*

9.34 The Environmental and Community Protection Team have confirmed that they have no objection to the proposed development. However, it is judged that the recommendation for an intrusive land contamination investigation is made. It is recommended that two conditions be included in the event that permission is granted.

### *Drainage*

9.35 The drainage strategy comprises of unlined permeable paving for car parking areas with an outflow into the proposed network. It is noted that surface water drainage calculations have been provided to support to scheme and ensure sufficient storage has been provided for the 1 in 100 year plus climate change event. Based on the information, the Lead Local Flood Authority have

confirmed that the site can be adequately drained, raising no objection subject to the inclusion of a final drainage scheme condition.

#### *Response to Neighbour Comments*

9.36 The majority of the concerns raised have been discussed previously in this report. However, there are several other points raised that will be discussed in turn below.

#### *Car Crime*

9.37 One of the neighbouring residents raised concerns over car crime in the garages. The area does not benefit from a great level of natural surveillance and is poorly lit. It is considered that the provision of new housing would introduce natural surveillance to this area. In turn, this should help to decrease car crime.

#### *Inability to Provide Electric Charging Points*

9.38 A resident on Hyperion Court has highlighted that they would be unable to charge an electric vehicle at the back of their property in the future. Dacorum Borough Council has declared a climate emergency and therefore this concern is of particular importance.

9.39 The Applicant was contacted regarding this issue. They highlighted that, *“there are a few privately owned properties that have access (pedestrian and / or vehicular) across the garage site but none have acquired the right to park their vehicles there. It would not be sensible to allow residents of Hyperion Court to park their vehicles informally in the new development as there would be an expectation that Council would resolve any blocked access routes.”*

9.40 To counter this problem, the Applicant suggested that the owners approach the Council's Estate's Team for an annual licence to access their back gardens via the new development site. This may allow residents to create parking areas at the ends of their gardens and charge electric vehicles there. It should be noted that this development would provide electric vehicle charging points to serve the development, as per the added condition.

#### *Loss of View / Devalued Property*

9.41 This is not a material planning consideration. A refusal on these grounds would be unjust.

#### *Loss of Pedestrian Access to the Nickey Line*

9.42 The Applicant was approached regarding this concern and they responded with the following: *“Although there is no public footpath through the existing garage site, the intention is to allow pedestrian access to continue across the new development.”* The pedestrian access is illustrated on the Proposed Site Plan. No concerns are raised with this.

## **10. CONCLUSION**

10.1 The site is located within the residential area of Hemel Hempstead. Under Policies CS1, CS4, CS17 and Saved Policy 10, there is support for residential development in such locations. In particular, saved Policy 10 encourages effective and efficient reuse of urban land. The principle of development is therefore acceptable.

10.2 The scheme has undergone multiple revisions to limit the impacts on the surrounding built and natural environment. The current scheme raises no concerns with regards to the scale and design of the proposed dwellings. No significant adverse impacts are identified with regards to residential amenity. The impact on trees would be limited.



10.3 The redevelopment of this garage site would provide the Council, as a provider of housing, with the opportunity to complement the existing housing stock in the area and to meet its own objective of providing affordable housing. Therefore, the proposal is considered policy compliant.

## 11. RECOMMENDATION

11.1 It is recommended that planning permission be **GRANTED** subject to conditions.

### 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. **No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted the Flood Risk Assessment and Drainage Strategy reference M03001-04\_FR05 dated December 2020 prepared by McCloy Consulting. The scheme shall also include:**

1. **Limiting the surface water run-off rates to a maximum of 2l/s for all rainfall events up to and including the 1 in 100 year + climate change event with discharge into the Thames surface Water sewer.**

2. **Provide attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.**

3. **Implement drainage strategy to include permeable paving and attenuation tank.**

4. **Detailed engineered drawings of the proposed SuDS features including their location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance for climate change event, with a supporting contributing area plan.**

5. **Demonstrate appropriate SuDS management and treatment for the entire site including the access road. To include exploration of source control measures and to include above ground features such as permeable paving.**

6. **Exceedance routes and details of any informal flooding areas for all events over the 1 in 30 year rainfall event.**

7. **Maintenance and management plan for the SuDS features.**

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site in accordance with Policy CS31 of the Dacorum Borough Core Strategy (2013) and Paragraphs 163 and 165 of the National Planning Policy Framework (2019).

3. (a) **The Local Planning Authority is of the opinion that the Preliminary Investigation Report submitted at the planning application stage (Document Reference: RSK Preliminary Risk Assessment 1921152-08(00) May 2020) indicates a reasonable likelihood of harmful contamination and so 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:**

- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
- (ii) The results from the application of an appropriate risk assessment methodology.

(b) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority.

(c) This site shall not be occupied, or brought into use, until:

(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

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). The details are required before commencement to ensure that the construction of the development does not result in pollution to the environment.

4. Any contamination, other than that reported by virtue of Condition 3 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.

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). The details are required before commencement to ensure that the construction of the development does not result in pollution to the environment.

5. No development (excluding demolition/ground investigations) 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).

6. **Prior to occupation of the development hereby approved, full details of the layout and siting of Electric Vehicle Charging Points and any associated infrastructure shall be submitted to and approved in writing by the local planning authority. The development shall not be occupied until these measures have been provided and these measures shall thereafter be retained fully in accordance with the approved details.**

Reason: To ensure that adequate provision is made for the charging of electric vehicles in accordance with Policies CS8, CS12 and CS29 of the Dacorum Borough Core Strategy (2013) and the Car Parking Standards Supplementary Planning Document (2020).

7. **No construction of the superstructure shall take place until full details of external lighting and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include:**

- o any external lighting; and
- o soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs;
- o minor artefacts and structures (e.g. furniture, play equipment, signs, refuse or other storage units, etc.).

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

**Any tree or shrub which forms part of the approved landscaping scheme which within a period of three 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 similar 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).

8. **The window at first-floor level in the southern flank of Plot 4 shall be permanently fitted with obscured glass unless otherwise agreed in writing by the Local Planning Authority.**

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).

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

**DBC-IW-DIO-00-DR-A-0010  
DBC-IW-DIO-00-DR-A-0100  
DBC-IW-DIO-XX-DR-A-2203  
DBC-IW-DIO-XX-DR-A-2204  
S231-J1-IA-1  
S231-J1-P1-v2  
S231-J1-P2-v2**

**S231-J1-P3-v2**

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

**APPENDIX A: CONSULTEE RESPONSES**

<b>Consultee</b>	<b>Comments</b>
Forestry Commission	<p>Many thanks for sending a reminder regarding Planning Application 20/03819/FUL - Garage Court, Dione Road. The Forestry Commission is a non-statutory consultee on developments in or within 500m of ancient woodland. As a Government department we neither support or object to planning applications but endeavour to supply the necessary information to Local Authorities to help inform their decisions. Ancient woodland is an irreplaceable habitat. National Planning Policy Framework paragraph 118 states:</p> <p>'planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss'</p> <p>It is noted that 20/03819/FUL is immediately adjacent to the south side of Yewtree Wood, which is ancient woodland. The impact on the woodland can be greatly reduced if there is a buffer zone between the building and hardstanding and the perimeter of the woodland. For the Government guidance on buffer zones please see attached.</p> <p>The Forestry Commission has prepared joint standing advice with Natural England on ancient woodland and veteran trees to which we refer you in the first instance. This:</p> <ul style="list-style-type: none"><li>o should be taken into account by planning authorities where relevant when determining planning applications;</li><li>o provides links to Natural England's Ancient Woodland Inventory, assessment guides and other tools to assist you in assessing potential impacts.</li></ul> <p>In the majority of cases this will provide the advice you need to help you make your decision about a development proposal. If you need further bespoke advice from us please contact your local Forestry Commission Area office.</p>
Trees & Woodlands	According to the information submitted no trees of significant landscape value or amenity will be detrimentally affected by the development. I have examined the information and have no objections to the

	application being approved in full.
Hertfordshire Ecology	<p>Thank you for consulting Hertfordshire Ecology on the above. I am pleased to see three ecological reports have been submitted in support of this application:</p> <ul style="list-style-type: none"> <li>o Preliminary Ecological Appraisal and Preliminary Roost Assessment (Bernwood Ecology, 7 September 2020);</li> <li>o Bat Survey Report (Bernwood Ecology, 26 September 2020);</li> <li>o Badger Survey Report (Bernwood Ecology, 27 October 2020).</li> </ul> <p>The site was visited on 13 August 2020 and comprises 31 garages on hardstanding adjacent to an ancient semi-natural woodland (ASNW). The site itself has negligible to low ecological value and the adjacent ASNW (Yewtree Wood) has high ecological value.</p> <p>The Preliminary Ecological Appraisal and Preliminary Roost Assessment (PEA) report suggests reasonable precautionary measures to ensure that legally protected species (such as bats, badger, nesting birds and hedgehogs) are not harmed. However I note that badger sett 2 is considered a main sett and that it is proposed to temporarily close this sett. Given the location of this site within urban environment with only fragmentary open spaces surrounding it, I am concerned that sett closure with no alternative outlier or subsidiary setts located could force the badgers to desert the area or subject them to increased potential harm in attempting to relocate elsewhere. However, the proposals do not leave a buffer for the ancient woodland as this would effectively remove the ability to develop the site. This would have avoided the need to close the sett. It is not clear as to how this is to be addressed. Nevertheless, the closure of a main set in this pressurised environment seems rather drastic and I would not be confident that the badgers would return. I suggest this approach is reconsidered if the ancient woodland buffer cannot be provided. Can sett infrastructure be further informed by non-destructive archaeological methods to further inform whether this is necessary? The key issue is whether the tunnel system is likely to be harmed by adjacent earthworks or heavy machinery.</p> <p>Although several appropriate recommendations have been made in the PEA, including retention of Yewtree Wood in its entirety with no loss or damage to the woodland or individual trees within it (8.2); production of a CEMP (8.4); and no additional lighting of the woodland or habitats of ecological value (8.6), the inclusion of a 15m buffer around the ancient woodland (8.3) is not possible given the proposed plans.</p> <p>In addition, whilst several biodiversity enhancements have been made including supplementary boundary and woodland planting,</p>

<p>Herts &amp; Middlesex</p>	<p>management of the woodland, native and nectar rich planting and wildflower sowing, it is not clear where or how any of this can be achieved as there is no such areas available to provide this within the plans. Integrated bat and bird boxes can be provided within the new buildings (8.5).</p> <p>The adjacent woodland (including roots and overhanging branches) should be protected from damage and best practice is for a 15m undeveloped buffer zone around ancient woodlands. As outlined above, this cannot be achieved. The plans and Arboriculture Report indicate that no significant trees will be felled for this proposal. However, of note in the Bat Report is the comment that "The removal of mature and semi-mature oak and hornbeam trees in Yewtree Wood ASNW immediately adjacent to the site boundary has been proposed" (8.6). The Proposed Site Plan also indicates tree removal may be required. This conflicts somewhat with 8.2 in the Ecological Report, which states that "Yewtree Wood must be retained in its entirety, with no loss or damage to the wood or individual trees within it". The Construction Plan in the Arboriculture Report S231-J1-P3 v2 (4 Sept 2020) suggests there will be 'excess impact on ASNW to the North'.</p> <p>I suspect the boundary to the woodland is artificial and likely to have been modified, unless historic maps show this not to be the case; equally an ancient woodland boundary would confirm otherwise, but no evidence of this has been presented. Whilst the loss of a tree should be avoided, it may be possible to manage the existing canopy to avoid this damage. The site has already been damaged by the current development and if no further significant impacts were proposed, this would be acceptable. The main issue therefore relates to the continued developed edge to the wood and lack of any meaningful net gain as a result. This should be addressed prior to determination, as currently the proposals remain inconsistent with the existing standing advice on ancient woodland. Any loss of trees should be compensated and replaced by appropriate native species, in a suitable location, on a two-for-one basis, and this should be secured by condition.</p> <p>The initial inspection for the garages for roosting bats identified low potential. A follow-on dusk emergence survey on 21 September recorded bat flight activity across the site but no emergence from the structures. Roosting is not confirmed, and the proposal will not impact roosting bats. The Bat Survey Report expands on the Recommendation for integrated bat boxes (8.4), otherwise all Recommendations in this report are generally covered by those in the PEA &amp; PRA.</p> <p>I trust these comments are of assistance.</p>
<p>Herts &amp; Middlesex</p>	<p>No comment.</p>

Wildlife Trust	
Environmental And Community Protection (DBC)	<p>No objection on noise or air quality grounds.</p> <p>Having reviewed the planning application I am able to confirm that there is no objection to the proposed development, but that it will be necessary for the developer to demonstrate that the potential for land contamination to affect the proposed development has been considered and where it is present will be remediated.</p> <p>This is considered necessary because the application site is on land which has been previously developed and as such the possibility of ground contamination cannot be ruled out at this stage. This combined with the vulnerability of the proposed end use to the presence of any contamination means that the following planning conditions should be included if permission is granted. Please note condition 1 acknowledges existence of an adequate phase 1 report.</p> <p>Contaminated Land Conditions:</p> <p>Condition 1:</p> <p>(a) The Local Planning Authority is of the opinion that the Preliminary Investigation Report submitted at the planning application stage (Document Reference: RSK Preliminary Risk Assessment 1921152-08(00) May 2020) indicates a reasonable likelihood of harmful contamination and so no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:</p> <p>(i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;</p> <p>(ii) The results from the application of an appropriate risk assessment methodology.</p> <p>(b) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority.</p> <p>(c) This site shall not be occupied, or brought into use, until:</p> <p>(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.</p>

	<p>(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Condition 2:</p> <p>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>Informative:</p> <p>The above conditions are considered to be in line with paragraphs 170 (e) &amp; (f) and 178 and 179 of the NPPF 2019.</p> <p>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 <a href="http://www.dacorum.gov.uk">www.dacorum.gov.uk</a> by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.</p>
Parks & Open Spaces (DBC)	No comment.
Hertfordshire Building Control	No comment.
Affinity Water - Three Valleys Water PLC	Due to limited resources, we only comment on application for 5 houses or more.
Thames Water	<p>Waste Comments</p> <p>Thames Water recognises this catchment is subject to high infiltration</p>



	<p>flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network</p> <p>Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer network. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network</p> <p>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. <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services">https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</a></p> <p>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.</p> <p>Water Comments</p> <p>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.</p>
<p>Hertfordshire Highways (HCC)</p>	<p>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><b>CONDITIONS</b></p> <p>1. Prior to the first occupation / use 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</p>

and retained thereafter available for that specific use.

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

#### INFORMATIVES

1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

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

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

#### COMMENTS

Demolition of 31 residential garages and construction of 4 no. dwelling houses The development site is located at the end of Dione Road which

	<p>is an unclassified local access roads with a speed limit of 30mph.</p> <p><b>ACCESS</b></p> <p>Current vehicle and pedestrian access to the site is from Dione Road. This access will remain unchanged.</p> <p>A pedestrian and cycle way through the site will be maintained.</p> <p><b>PARKING</b></p> <p>Allocated car parking provides 8 spaces, plus 2 visitor parking spaces. Secure cycle parking will be provided for each property.</p> <p><b>EMERGENCY VEHICLE ACCESS</b></p> <p>The proposed dwellings are within the recommended 45m distance from emergency vehicle access.</p> <p><b>REFUSE / WASTE COLLECTION</b></p> <p>Arrangements have been made for the storage and collection of waste.</p> <p><b>CONCLUSION</b></p> <p>Hertfordshire County Council as Highway Authority considers the proposal would not have a severe residual impact on the safety and operation of the adjoining highway, subject to the conditions and informative notes above.</p>
<p>Lead Local Flood Authority (HCC)</p>	<p>Thank you for consulting us on the above application for the demolition of 31 residential garages and construction of 4 no. dwelling houses.</p> <p>As it is a minor application the Lead Local Flood Authority is not a statutory consultee. However, we can offer advice to the Local Planning Authority to place them in a position to make their own decision regarding surface water and drainage. We have reviewed the following documents submitted in support of the above application;</p> <ul style="list-style-type: none"> <li>- Flood Risk Assessment reference M03001-04_FR05 dated December 2020 prepared by McCloy Consulting</li> <li>- Drainage Strategy reference M03001-04_DG05 dated December 2020 prepared by McCloy Consulting</li> </ul> <p>Following the review of the Environment Agency maps for surface water flood risk, the proposed development is at a predicted low risk of flooding from surface water and we do not have any records of flooding</p>

in this location. However, it is noted that the site is within the hotspot catchment area as identified within the Dacorum Borough Council Surface Water Management Plan.

The drainage strategy states that the ground conditions may be suitable for infiltration however no testing has been carried out. We note that there are no watercourses within the vicinity of the site however there is Thames Water surface water sewer located in Dione Road. A pre-development enquiry has been submitted to Thames Water and have agreed a discharge rate of 2l/s into their network.

The drainage strategy for new development comprises of unlined permeable paving for car parking areas with an outflow into the proposed network. The site will drain to below ground attenuation tank with discharge at 2l/s into the Thames sewer. A filter drain has also been proposed to treat run-off from the access prior to discharge. We note surface water drainage calculations have been provided to support to scheme and ensure sufficient storage has been provided for the 1 in 100 year plus climate change event.

Based on the information provided we can confirm that the site can be adequately drained and recommend the following condition to the LPA.

#### Condition 1

No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted the Flood Risk Assessment reference M03001-04\_FR05 dated December 2020 prepared by McCloy Consulting and Drainage Strategy reference M03001-04\_DG05 dated December 2020 prepared by McCloy Consulting. The scheme shall also include:

1. Limiting the surface water run-off rates to a maximum of 2l/s for all rainfall events up to and including the 1 in 100 year + climate change event with discharge into the Thames surface Water sewer.
2. Provide attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
3. Implement drainage strategy to include permeable paving, filter drain and attenuation tank.
4. Where infiltration is proposed infiltration testing in accordance with BRE Digest 365 at the proposed depth and location of the proposed SuDS feature
5. Detailed engineered drawings of the proposed SuDS features including their location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding

	<p>calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance for climate change event, with a supporting contributing area plan.</p> <p>6. Demonstrate appropriate SuDS management and treatment for the entire site including the access road. To include exploration of source control measures and to include above ground features such as permeable paving.</p> <p>7. Maintenance and management plan for the SuDS features</p> <p>Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.</p> <p>Informative to the LPA</p> <p>Please note if the LPA decide to grant planning permission, we wished to be notified for our records should there be any subsequent surface water flooding that we may be required to investigate as a result of the new development.</p>
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## APPENDIX B: NEIGHBOUR RESPONSES

### Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
36	9	0	8	0

### Neighbour Responses

Address	Comments
	<p>Thank you for sending me the proposed plan for the development of Dione road, I can see by the plan that there indeed seems to be some work to be carried out which will involve felling trees in Yew tree woods, on the plan it shows car parking bays yet there are bays already clearly shown? Yew tree wood is home to hundreds of different kinds of wildlife so to cut into the woods as is shown to make unnecessary bays seems completely wrong, Also these bays are directly in front of privately owned garages?</p>
<p>141 Saturn Way Hemel Hempstead Hertfordshire HP2 5PE</p>	<p>I wish to object to the proposed development of houses in Dione road Planning number 20/03189/FUL.</p> <p>My main concern is the wildlife who's homes will be destroyed unnecessarily to make way for car parking bays, These woods (Yew tree woods) are hundreds of years old and are enjoyed each and every day rain hail sleet or snow there are people who walk dogs people take children to play here and also this woods is home to some of the most rare trees, protected trees protected bluebells etc etc, It is also home to</p>

	<p>pheasants,Badgers, foxes squirrels etc Surely this has to mean That the development can be looked at again and more care can be given to the consequences before the bulldozers move in ? It may only be part of the wood that would be affected but it would be devastating for the wildlife whose homes it is</p>
<p>115 Saturn Way Hemel Hempstead Hertfordshire HP2 5PD</p>	<p>Our house backs onto Yew tree wood. We have access via Dione Road and have a garage which is on our property. This development will affect access. The road width is to be reduced with a dog leg in it, I work from home and have a company based at this address and have deliveries to the back of the premises that may no longer be possible affecting access to mt garage and my business.</p> <p>Security is also an issue. At present we are in the cul de sac of Dione Road, with no reason for people to come to our end of the Road other than the residents of 117,115,113. In measure this gives some security and certainly privacy. The planning indicated the you want to build a parking bay at the bottom of my garden for 4 cars and 3 visitors. this would be a higher security risk to my home and business. This bay will be cut into the wood.</p> <p>There is restricted access now to my garage, the turning is very sharp and although the new parking bay is to be cut into the wood somewhat,i will no longer be able to park my car at the bottom of my property with out obstructing other cars, it was my intention to have installed a charging point in the future for an electric car, but this would be impossible as using it would block access to the parking bays.</p> <p>From the plans it looks as if you will have to remove trees for the parking bays, one of which is a 185 year old oak (approximate age measurement of the trunk) any cars parked here will be constantly covered in bird droppings, leaves and at risk of damage from falling dead wood. we have had several large branches fall in the last few years. it will also be a danger to the local wild life which is held in high regard by local residents.</p> <p>I rent 3 garages in the block to be demolished i have rented these for over 20 years. I have a car in one a motorcycle in another and one i use for storage. I can see these from my house and that gives me great peace of mind. One of these was burgled in early 2020. it was only due to the fact that we could see the garage that we were able to notify the police so early.</p> <p>There are 31 garages in this block and 16 of them at least are in constant use. We have a massive parking problem in this area Saturn way/ Martian Ave and this will only make it worse. People are parking on road verges and pavements and causing a danger to motorist, pedestrians and access for emergency vehicles, This development will make all that even worse, Many people park in the proposed development area, although not all use the garages.</p> <p>In summery i find it difficult to understand that it is reasonable to consider developing this area with the benefit of only 4 house. The disruption to those who currently rent garages and the problems that the loss of parking space will cause to an area already under pressure</p>

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103 Saturn Way Hemel Hempstead Hertfordshire HP2 5PD	<p>The view from my house looking out towards a 30 foot wall?</p> <p>The sewage will this be piped into any of my existing pipework, which is of a considerable age.</p> <p>Security to the rear of my property once the garage walls have been removed and the rear entrances to all the properties more open.</p>
12 Hyperion Court Hemel Hempstead Hertfordshire HP2 5PB	<p>Please find below the points of very high concern to us:</p> <p>We currently rent a garage that is positioned 10 feet away from our back gate from the council in the block for guaranteed parking and security of the car. We live in an area of high car crime and have had our vehicle broken into previously.</p> <p>There would be no parking available close to the property. Parking bays in Hyperion Court are very limited and always full.</p> <p>We are looking to purchase an electric car in the near future (in line with the government legislation to reduce the UK's net emissions of greenhouse gases) and was planning to position the charging unit at back of the house. If we can't park the car at the back of the house, we would have no other means of charging the car at home.</p> <p>The impact of our view from the back of the house. We bought the house in the first place because it backed onto woodlands (nice and quiet) and the scenery from our back garden. I suffer from stress/depression (mental health issues) and use the outlook of the garden as a soothing escapism.</p> <p>Will this development devalue our property price? With the disturbed view from our back garden and lack of vehicle parking available will make the house less of selling point.</p> <p>The disturbance of the natural environment and wildlife to which turn the council said they would not cut down trees. At the moment we have a number of birds, frogs, foxes, pheasants, squirrels etc - what impact would this have ?</p> <p>1 - There would be no parking available close to the property. Parking bays in Hyperion Court are very limited and always full. Street parking is very limited as residents tend to park outside their own houses or have drives. We live in a court of 16 houses with only 7-8 parking spaces available within the court. I find this very unfair that you are proposing new housing development with allocated parking in the meantime taking our parking availability away. Please see pictures 1 to 3.</p> <p>2 - We are looking to purchase an electric car in the near future (in line with the government legislation to reduce the UK's net emissions of greenhouse gases) and was planning to position the charging unit at back of the house. We can't charge the car at the front of the house as we live in a court. And if we can't park the car at the back of the house,</p>

	<p>we would have no other means of charging the car at home. Please see picture 4 to 6.</p> <p>3 - The impact of our view from the back of the house. We brought the house in the first place because it backed onto woodlands (nice and quiet) and the scenery from our back garden. I suffer from stress/depression (mental health issues) and use the outlook of the garden as a soothing escapism. The view is from conservatory and back garden, please find attached pictures 7 and 8 I need to send on a separate email as the email content it too large.</p>
<p>10 Hyperion Court Hemel Hempstead Hertfordshire HP2 5PB</p>	<p>The parking at Hyperion court is a joke, There is 7 parking spaces in our court for 16 houses, Since the houses opposite had the same as we're going to have (private road) out the back the parking it already Limited here for the Hyperion court residents. Not only that by demolishing 31 garages there will be absolutely nowhere to park as Martian Avenue the road surrounding is already overcrowded with cars and vans. This will course a lot of problems as theres not a lot of parking on that road already as most people have dropped curbs. I think the parking issue needs to be addressed before adding to it. It looks good on paper as there is a lot of crime and fly tipping round the back but for the sake of (four houses with private parking) this seriously needs looking at before hand. Thanks number 10</p>
<p>113 Saturn Way Hemel Hempstead Hertfordshire HP2 5PD</p>	<p>I am most worried about the effect this will have on the woodland area which my home back onto. This is an area in which you can shortcut to the Nickey Line and walk over to the adjacent fields and shops (Aldi) - the new houses will block this shortcut. Many people use this area to walk and cycle through. I feel that this development will make the area proposed in the plan overcrowded and my neighbours and I will lose our privacy. The proposal of 4 new properties will have an effect on parking space which many homes, including myself, directly rely on. Saturn Way road is already a difficult road to find parking and turn cars around on and I fear that this proposal will make the situation worse.</p>
<p>16 Hyperion Court Hemel Hempstead Hertfordshire HP2 5PB</p>	<p>We have two cars which we park outside our gate . We own our house and when buying it, it stated that we had parking outside our gate. If we lose our parking spots there is not many place to park round here at the best of times. Main concern is where we are going to park.</p>
<p>13 Hyperion Court Hemel Hempstead Hertfordshire HP2 5PB</p>	<p>My main concern would be lack of parking and the general access to my back gate. I suffer from arthritis in both my hands so I park my vehicle at the back gate to carry my shopping through to make the journey as easy as possible. We have limited parking spaces in the front of the court, which are always busy/full, hard to park spaces.</p> <p>I have been a resident for 30 years and for parking to be taken away when the new housing development comes with allocated parking bays is an outrage.</p>