

**ITEM NUMBER: 5c**

<b>20/03908/FUL</b>	<b>Demolition of 33 residential garages and construction of 3 no. dwelling houses</b>	
<b>Site Address:</b>	<b>Garage Site At Housewood End, 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>Gadebridge</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 Three 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.

2.4 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, 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 Housewood End, Hemel Hempstead. The road that leads to the garage blocks begins between Nos. 1 and 2 Housewood End. The land levels drop as you move in a northeasterly direction, meaning that garage area generally sits lower than the surrounding properties. The northern and eastern boundaries of the site are bound by mature trees and the Green Belt. To the north and west, the site abuts Warner's End Wood, a Local Wildlife Site (LWS).

**4. PROPOSAL**

4.1 Planning permission is sought for the demolition of 33 garages and the construction of three residential units (1 x 2-bedroom and 2 x 3-bedroom) with associated parking areas and gardens. This application forms part of a Planning Performance Agreement (PPA) that encompasses seven garage sites.

**5. PLANNING HISTORY**

None

## **6. CONSTRAINTS**

Special Control for Advertisements: Advert Spec Contr

CIL Zone: CIL3

Green Belt: Policy: CS5

Parish: Hemel Hempstead Non-Parish

RAF Halton and Chenies Zone: Yellow (45.7m)

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

Residential Character Area: HCA6

Smoke Control Order

Parking Standards: New Zone 3

EA Source Protection Zone: 3

EA Source Protection Zone: 2

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: HCA6 (Gadebridge) (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 HCA6 (Gadebridge) highlights that there is scope for the redevelopment of garage blocks but 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, CS17, saved Policy 10. 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 concerning the effect of a development on the amenity of neighbours, development should avoid visual intrusion, loss of light and loss of privacy. 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 HCA6 identifies a number of development principles for the area. These include:

*Design: A variety of designs are acceptable.*

*Type: All types of dwelling are acceptable, although the specific type should relate well to adjacent and nearby development in terms of design, scale and height.*

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

*Size: Small to medium sized dwellings are acceptable; large buildings are discouraged.*

*Layout: Dwellings should front onto the road; informally laid out schemes are acceptable; here the provision of landscaped amenity greens around which the dwellings can be located is encouraged. Where it exists, the building line should be followed. Spacing in the medium (2 m to 5 m) range is expected between dwellings or groups of dwellings.*

9.6 The proposed layout is deemed acceptable. Sufficient garden spaces of approximately 11.5m have been provided in accordance with saved Appendix 3 of the Local Plan. Plenty of space has also been provided between the proposed dwellings and the properties at Marlins Turn (to the rear (south-west) of the site), noting a separation distance of around 38 metres.

9.7 To the east, a gap of approximately 21 metres would be provided between the flank of the proposed 'Plot 1' property and rear walls of 5, 7 and 9 Housewood End. The proposed flank wall would stretch along the rear of these neighbours' gardens. However, the topography of the land means that the proposed dwellings would sit lower than the neighbouring properties. This, combined with the separation distance and limited scale of the units, means that any impacts relating to visual intrusion would be limited.

9.8 The Building Research Establishment's Report 'Site layout planning for daylight and sunlight: a guide to good practice (BR209)' has been followed. There would be no breach of 25-degree lines drawn from the mid-points of the neighbouring ground-floor windows. Consequently, there would be no significant loss of light to the properties on Housewood End or Marlins Turn.

9.9 The proposed external materials comprise red brick, roof tiles, aluminium windows, timber doors and timber effect cladding. Chimneys comprising flues/ventilation have been incorporated to mimic other properties in the area. The drawings highlight that some of the materials are still to be confirmed e.g. the roof tiles. Therefore it is considered necessary to condition materials if the application is approved.

9.10 The overall scale and shape of the proposed properties and their plots is similar to the surrounding area. The design would differ to some degree, for example, the materials and window details. However, variation in the material palettes and fenestration has been identified in the surrounding area. The site is not readily visible from main roads and therefore it is unlikely that the proposal would be overtly prominent, or have negative impact on the character and appearance of the area.

9.11 The proposal would provide a high quality living environment for future occupiers and would not result in significant adverse impacts on the neighbouring properties in terms of loss of light, loss of privacy, visual intrusion or overbearing impacts. The quality of residential development and the impact on the living conditions is acceptable in accordance with the aforementioned policies.

### Impact on Trees

9.12 There are a number of trees within close proximity to the site that must be considered. The submitted Arboricultural Report (ref: S232-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 application.

9.13 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 S232-J1-P1 Rev 2, S232-J1-P2 Rev 2 and S232-J1-P3 Rev 2). These details would be conditioned if the application were approved.

9.14 The large trees to the west of the site (T1 and T2) may result in some loss of daylight and afternoon sunlight to the proposed units. However, it is noted that the rear of the properties and their gardens would face a south-westerly direction. As such, they would benefit from increased levels of daylight and sunlight at other times in the day (morning and early afternoon).

9.15 Two trees (T3 and T4) would be removed. The Report identifies these as Category C trees, having 'strong lean' and 'poor form'. As compensation, the proposed site plan includes two new semi-mature trees to the front of the proposed properties. As the site is limited in scale, it is not felt that any further tree planting is required. If approved, details of the tree sizes and species will be conditioned. The Trees and Woodlands Team would be consulted at discharge of condition stage to ensure that the proposed trees are suitable for the location.

9.16 Taking all of the above into account, it is concluded that there would be a limited impact on existing vegetation in accordance with saved Policy 99 and new trees would be provided in as per Policy CS29.

#### 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 six allocated spaces (two per unit) and four visitor spaces (total of ten). This meets the parking standards for allocated spaces and provides four additional spaces for visitor parking. The proposal is therefore 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 Concerning highway safety, the access and turning area is sufficient, as sufficient space for emergency and refuse vehicles appears to have been provided. Hertfordshire County Council as the Highway Authority have assessed the highway impacts and raised no objection to the proposals.

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

### Other Considerations

#### *Loss of Garages*

9.23 HCA6 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. It appears that residents mainly park around the T-junction at the bottom of Housewood End and the strip of road that runs along the flank of 13 Housewood End. These areas would not be impacted by the development proposals. If vehicles are displaced by the proposals, there would be a limited number of them. Furthermore, there appears to be space in the vicinity for these displaced vehicles.

9.24 Dacorum's Verge Hardening Team have been contacted to determine whether there would be scope to enhance existing parking areas or provide further parking areas on Housewood End. They responded with the following: "*Trees & Woodlands have agreed that we could put verge hardening at the bottom of Housewood End, as long as it is a "no dig" and does not extend in further than 1.5 meters.*" They will be investigating this "*subject to cost, agreement from Parks and Open spaces and planning permission.*" At this stage, these details have not been finalised or agreed, but it is worth noting that formal verge hardening at the bottom of Housewood End may be brought forward in the future.

#### *Landscaping*

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

#### *Ecology*

9.26 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.

9.27 The Ecological Survey makes several other recommendations, including retention of Warners End Wood LWS and Home Wood in their entirety with no loss or damage to the woodlands or individual trees within it (Para. 8.2); the inclusion of a 15m buffer around the ancient woodland in the LWS (8.3); the production of a Construction Ecological Management Plan (8.4); and no additional lighting of the woodland or habitats of ecological value (8.6). Details of the above recommendations would be captured through a 'Landscape and Ecological Management Plan' (LEMP) planning condition and any external lighting would be secured as part of the hard/soft landscaping condition.

#### *Refuse*

9.28 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').

9.29 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 north east of the proposed properties. No concerns are raised about refuse storage and collection.

#### *Community Infrastructure Levy*

9.30 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.

9.31 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*

9.32 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. As such, it has been recommended that two conditions be included in the event that permission is granted.

#### *Drainage*

9.33 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*

9.34 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.

#### *Utility Provision / Sewerage*

9.35 Concerns have been raised regarding the suitability of the sewer and existing issues. Both Thames Water and Affinity Water have been consulted as part of this application and neither have raised concerns. They would need to be contacted by the Applicant if permission is approved to establish suitable utility connections. These utilities would need to be installed in line with Building Regulations.

#### *Ecology / Trees*

9.36 Residents have highlighted the existing trees and ecology as a constraint. As per the recommendations in the Ecology Report, the proposal would sensitively develop the site regarding these constraints. Hertfordshire Ecology have responded and suggested a LEMP condition – which would be imposed to ensure that the landscape and ecology are suitably managed.

#### *Bin Stores*

9.37 One resident raised concerns over the loss of the garage area, noting that many residents store their bins here for collection. Following this comment, a larger 'bin collection' area has been provided on the Proposed Site Plan.

## Security

9.38 A comment raised the issue of security, stating, “a garage currently forms the boundary of our garden and that of our next door neighbour - how will this be replaced - will suitable fencing be provided and how/when will this be erected?” This information has requested as part of the landscaping condition. The point has been raised with the Applicant and they have stated that replacement boundary treatment would be provided where necessary.

## 10. CONCLUSION

10. 1 The principle of redeveloping the garage blocks into residential is acceptable in this area. No concerns are raised concerning the scale and design of the proposed dwellings. No significant adverse impacts are identified with regards to residential amenity. The impact on trees and the effect on the living conditions of future occupiers is acceptable. The provision of affordable housing on this site is welcomed and would make a valuable contribution to the Borough’s housing stock.

## 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\_FR04 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) 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;
- o boundary treatment;
- o soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs; and
- 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. **Prior to the commencement of the development, a Landscape and Ecological Management Plan (LEMP) shall be prepared and submitted to the Local Planning Authority. The LEMP shall describe how it is planned to incorporate biodiversity as part of the development and achieve overall net gains for biodiversity. The LEMP should refer to the recommendations in Section 8 of the Preliminary Ecological Appraisal (Bernwood Ecology, 10th September). The approved plan shall be implemented in accordance with the approved details.**

Reason: To ensure that the development contributes to and enhances the natural environment in accordance with Policy CS26 of the Dacorum Borough Core Strategy (2013) and Paragraph 170 of the National Planning Policy Framework (2019). These details are required prior to commencement to ensure that an overall on-site net gain for biodiversity can be achieved before construction works begin. The LEMP should include details of when the biodiversity enhancements will be introduced and this may be reliant on the construction process/timings.

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

**DBC-IW-HOU-00-DR-A-0010**  
**DBC-IW-HOU-00-DR-A-0100**  
**DBC-IW-HOU-XX-DR-A-2205**  
**S232-J1-IA-1**  
**S232-J1-P1 Rev 2**  
**S232-J1-P2 Rev 2**  
**S232-J1-P3 Rev 2**

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

**Informatives:**

1. Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which lead 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 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](http://www.dacorum.gov.uk) by searching for contaminated land.
3. 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 - 07:30 to 17:30 on Monday to Friday, 08:00 to 13:00 on Saturday and no works are permitted at any time on Sundays or bank holidays.
4. Dust from operations on the site should be minimised by spraying with water or 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.
5. 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.
6. Thames Water Informatives (Please see full comments in Officer Report)

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>.

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>.

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.

The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwater-protection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

7. 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.
8. 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.
9. 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.
10. All wild birds, nests and eggs are protected under the Wildlife & Countryside Act 1981 (as amended). The grant of planning permission does not override the above Act. All applicants and sub-contractors are reminded that site clearance, vegetation removal, demolition works, etc. between March and August (inclusive) may risk committing an offence under the above Act and may be liable to prosecution if birds are known or suspected to be nesting. The Council will pass complaints received about such work to the appropriate authorities for investigation. The Local Authority advises that such work should be scheduled for the period 1 September - 28 February wherever possible. If this is not practicable, a search of the area should be made no more than 2 days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest.

**APPENDIX A: CONSULTEE RESPONSES**

Consultee	Comments
<p>Environmental And Community Protection (DBC)</p>	<p>With reference to the above planning application, please be advised Environmental Health have no objections or concerns. However I would recommend the application is subject to construction working hours with Best Practical Means for dust.</p> <p>Construction Hours of Working - (Plant &amp; Machinery) Informative</p> <p>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: Monday - Friday 07.30am - 17:30pm, Saturdays 08:00am - 13:00pm, Sundays and Bank Holidays - no noisy works allowed.</p> <p>Construction Dust Informative</p> <p>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.</p> <p>Noise on Construction/Demolition Sites Informative</p> <p>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.</p> <p>Contamination</p> <p>Having reviewed the application documents, in particular the RSK Phase I Environmental Risk Assessment Report (Ref: 1921152-00 R01 I am able to confirm that there is no objection to the proposed development. However, it is judged that the recommendation for an intrusive land contamination investigation of the application site that is made in the above referenced report is appropriate. As such I am recommending the inclusion of the following condition in the event that permission is granted.</p> <p>Contaminated Land Conditions:</p> <p>Condition 1:</p>

(a) No development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:

(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 the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

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.

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>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>
<p>Lead Local Flood Authority (HCC)</p>	<p>Thank you for consulting us on the above application for the demolition of 33 residential garages and construction of 3 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 information submitted in support of the planning application;</p> <ul style="list-style-type: none"> <li>- Flood Risk Assessment reference M03001-04_FR02 dated December 2020 prepared by McCloy Consulting</li> <li>- Drainage Strategy reference M03001-04_DG06 dated December 2020 prepared by McCloy Consulting</li> </ul> <p>Following the review of the Environment Agency maps for surface water flood risk, the site lies in area indicated to be at risk from surface water. We note that two flow routes have been identified and to inform the suitability of the development a detailed model has been carried out. The model shows that no areas of the built residential dwellings are at risk from the flow path however flooding does encroach the application boundary which is currently hardstanding. We note that this area is to remain hardstanding with car parking proposed. Maximum flood depths of 0.57m have been predicted for this area for the 1 in 100 year event. At detailed design stage we will expect the applicant to provide a plan indicating this area of flooding. We note the site is unaffected for the 1 in 30 year.</p> <p>The drainage strategy states that the ground conditions may be suitable for infiltration however infiltration tests have not yet been carried out. We note that there are no watercourses within the vicinity of the site however there is a Thames Water surface water sewer located in Housewood End. A pre-development enquiry has been submitted to Thames Water and have agreed a discharge rate of 2l/s into their network.</p>

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 twin oversized pipes with discharge at 2l/s into the Thames sewer. 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\_FR04 dated December 2020 prepared by McCloy Consulting and Drainage Strategy reference M03001-04\_DG04 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.

	<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>
<p>Herfordshire Building Control</p>	<p>No comment.</p>
<p>Affinity Water - Three Valleys Water PLC</p>	<p>Public Water Supply</p> <p>You should be aware that the proposed development site is located within an Environment Agency defined groundwater Source Protection Zone 2 (SPZ2). This is an area of 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> <p>Water efficiency</p> <p>Being within a water stressed area, we expect that the development will include water efficient fixtures and fittings.</p> <p>Measures such as rainwater harvesting and grey water recycling help the environment by reducing pressure for abstractions in chalk stream catchments. Recent research (attached) suggests that rainwater harvesting is viable at most development scales, and greywater recycling for larger developments.</p> <p>Water efficiency measures minimise potable (drinking) water use by reducing the amount of potable water used for washing, cleaning and watering gardens. This in turn reduces the carbon emissions associated with treating this water to a standard suitable for drinking, and</p>

	<p>will help in our efforts to get emissions down in the borough and beyond.</p> <p>Affinity Water Limited   Registered Office: Tamblin Way, Hatfield, Hertfordshire, AL10 9EZ   <a href="http://www.affinitywater.co.uk">www.affinitywater.co.uk</a>   tel 01707 268111   fax 01707 277333</p> <p>Registered in England No. 2546950</p> <p>Infrastructure upgrades and diversions</p> <p>There are potentially water mains running through or near to part of proposed development site. If the development goes ahead as proposed, the developer will need to get in contact with our Developer Services Team to discuss asset protection or diversionary measures. This can be done through the My Developments Portal (<a href="https://affinitywater.custhelp.com/">https://affinitywater.custhelp.com/</a>) or <a href="mailto:aw_developerservices@custhelp.com">aw_developerservices@custhelp.com</a>.</p> <p>In this location Affinity Water will supply drinking water to the development. To apply for a new or upgraded connection, please contact our Developer Services Team by going through their My Developments Portal (<a href="https://affinitywater.custhelp.com/">https://affinitywater.custhelp.com/</a>) or <a href="mailto:aw_developerservices@custhelp.com">aw_developerservices@custhelp.com</a>. The Team also handle C3 and C4 requests to cost potential water mains diversions. If a water mains plan is required, this can also be obtained by emailing <a href="mailto:maps@affinitywater.co.uk">maps@affinitywater.co.uk</a>. Please note that charges may apply.</p> <p>We suggest the developer approach our Developer Services Team as soon as possible, to reduce any delays associated with any required upgrades.</p> <p>Thank you for your consideration.</p>
Thames Water	<p>Waste Comments</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>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</p>

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>.

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 [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk) . Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water recognises this catchment is subject to high infiltration 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.

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

	<p>entering the sewer network.</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>The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <a href="https://www.gov.uk/government/publications/groundwater-protection-position-statements">https://www.gov.uk/government/publications/groundwater-protection-position-statements</a>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.</p>
Hertfordshire Highways (HCC)	<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.</p> <p>Advisory Notes</p> <p>I recommend inclusion of the following advisory note to ensure that any works within the highway are to be carried out in accordance with the provisions of the highway Act 1980.</p> <p>Storage of Materials</p> <p>AN1) 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 <a href="https://www.hertfordshire.gov.uk/services/highways-roads-and-pavem">https://www.hertfordshire.gov.uk/services/highways-roads-and-pavem</a></p>

ents/business-and-developer-information/business-licences/business-licences.aspx or by telephoning 0300 1234047.

#### Mud on Highway

AN4) 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.

#### Planning Application

Demolition of 33 residential garages and construction of 3 no. dwelling houses

#### Proposed Development

This is a full planning application for demolition of existing 33 domestic garages, originally serving existing nearby residential properties and construction of 3 no houses.

#### The Site

Garage Site is at Housewood End, Hemel Hempstead. The existing site contains 33 terraced garages. The garages are at present under utilised or empty. The site is located 1.5m from Hemel Hempstead Town centre. The access to the site is from Marlins Turn to Housewood End. The application site is situated in a residential neighbourhood. The houses along Marlins Turn are either semidetached or terraced properties.

#### Local Road Network

Marlin Turn is an unclassified local access road. A "U" shaped road linking Galley Hill is some 458m long serving a number of residential properties. Housewood End forms a "T" junction with Marlins Turn. Housewood End for 74m from Marlins Road junction and 10m on either side after 74m is maintainable by the Highway Authority. The Housewood End which serves the garages area is not adopted highway

	<p>and not maintainable by the highway authority.</p> <p><b>Accessibility</b></p> <p>The site is situated approximately 1.5m from Hemel Hempstead Town centre and is situated in a residential neighbourhood.</p> <p><b>Capacity and Safety</b></p> <p>Applicant proposal is to provide 6 car parking spaces for residential properties and 4 visitors parking spaces. This is a significant reduction of parking spaces compared to the potential use of the existing site. The level of traffic likely to be generated by the proposed development is unlikely to have any significant impact on the local road network. It is considered that there are no existing highways safety issues.</p> <p><b>Site Access and Parking</b></p> <p>The applicant's proposal is to retain the existing pedestrian and vehicular access to the site via Housewood End. As explained the section of the Housewood End serving the development is a private road.</p> <p>Applicant proposal is to provide 6 parking spaces for residential properties and 4 spaces for visitors parking. On-site parking is a matter for the planning authority.</p> <p><b>Refuse</b></p> <p>Arrangements to be made with Dacorum Borough Council.</p> <p><b>Fire Safety</b></p> <p>In terms of access to Fire Tender is direct access from Marlins Turn.</p> <p><b>Conclusion</b></p> <p>The Highway Authority does not wish to restrict the grant of consent subject to the above advisory notes.</p>
Trees & Woodlands	<p>According to the information submitted no trees of significant landscape value or amenity will be detrimentally affected by the development. Subsequently I have no objections to the application being approved in full.</p>
Hertfordshire Ecology	<p>Thank you for consulting Hertfordshire Ecology on the above. I am pleased to see two ecological reports have been submitted in support of</p>

	<p>this application;</p> <ul style="list-style-type: none"> <li>o Preliminary Ecological Appraisal and Preliminary Roost Assessment (Bernwood Ecology, 10 September 2020);</li> <li>o Bat Survey Report (Bernwood Ecology, 18 September 2020).</li> </ul> <p>The site was visited on 13 August 2020 and comprises terraced garages on hardstanding with some amenity grassland and scrub. The site is adjacent to a broadleaved woodland, Warners End Wood, which is a Local Wildlife Site and in part is ancient semi-natural woodland.</p> <p>The two reports provide an adequate assessment of the impact of the proposals and are based on appropriate survey methods and effort. The likelihood of an adverse ecological impact is negligible-low, but the reports suggests reasonable precautionary measures to ensure that legally protected species (such as bats, hedgehogs and nesting birds) are not harmed.</p> <p>Several appropriate Recommendations have been made in the Preliminary Ecological Appraisal and Preliminary Roost Assessment, including retention of Warners End Wood LWS and Home Wood in their entirety with no loss or damage to the woodlands or individual trees within it (8.2); inclusion of a 15m buffer around the ancient woodland in Warners End Wood LWS (8.3); production of a CEMP (8.4); and no additional lighting of the woodland or habitats of ecological value (8.6).</p> <p>In addition, several appropriate biodiversity enhancements have been made including supplementary boundary planting, native and nectar rich planting, and integrated bat and bird boxes within the new buildings (8.5); and with these in place I consider the development will achieve net gain. All the proposals in section 8 are reasonable and should be followed (the exception is 8.7 in the PEA, which has already been completed).</p> <p>The Bat Survey Report expands on the Recommendation for integrated bat boxes (8.3), otherwise all Recommendations in this report are generally covered by those in the PEA.</p>
Herts & Middlesex Wildlife Trust	No comment.

## APPENDIX B: NEIGHBOUR RESPONSES

### Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support

24	8	0	8	0
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## Neighbour Responses

Address	Comments
<p>13 Housewood End Hemel Hempstead Hertfordshire HP1 3LP</p>	<p>To who it may concern,</p> <p>I am very concern about the prospect of development on this garage site and have many objections.</p> <p>The size of the structures planned will have a direct effect on light access to the back of my property. It will cause a large shadow stoping much light. We will also go from a nice secluded location to one where we will be overlooked and loose privacy.</p> <p>Parking in the area is also bursting and people from near by streets have to park and use the garages you are suggesting get pulled down. If you build not only are you taking valuable parking spaces away but you are also adding more cars into the already limited parking are</p> <p>The process of building in this small area will cause many other issues, getting to the site alone for large vehicles will be hard due to the lack of parking already in the streets adjacent to the site makes access near to impossible for some large vehicles.</p> <p>The site is an area of beauty with woodland around, building a Structure three times the height of the building already in place will cause a visual intrusion. Not only this the Woodlands around the site are habitats for many different wildlife including those that are on the endangered list. Part of the woodland is ancient woodland. Where you are thinking of building you will have to dig down for foundations, this alone will cause damage to the woods , wildlife and to the habitats of many of the animals in the area including bats that are protected.</p> <p>This is far too big A building to be placed in this small spot, parking needs to be looked at for current residence before you even think of putting in extra buildings where parking is not in front of their own house like every other resident has to do. Taking the garages away will take away valuable parking space for people that use it to park their cars. Building next to ancient woodlands would damage habitats and the woods. This site really really needs to be looked at properly.</p> <p>It also is an area that floods regularly where you are looking at building. Drainage in the area has always been a problem and you are talking about adding more houses which will compound the problem. I am aware that you have to build so many houses by a certain date but this small site with its many problems surely could be used for something better that will not have so many effects on its current residence human, animal or plant.</p> <p>Please look over all the comments from the residents who actually know the area.</p>
<p>11 Housewood End</p>	<p>1. Ref 8.4 of the Ecological report: I am concerned that the CEcMP</p>

<p>Hemel Hempstead Hertfordshire HP1 3LP</p>	<p>mentioned is recommended but not required.</p> <p>2. Ref 8.5 of the Ecological report: This says that there is an opportunity to enhance the surrounding area but what guarantee is there that this "enhancement" would happen. This is also picked up in the tree report at 05.10: "Any tree losses will be satisfactorily addressed by the proposed planting" but as far as I can see this is not guaranteed anywhere.</p> <p>3. The proposed development is very close to the existing properties on the end of Housewood End so much so that No7 in particular will have a 2 storey building approximately a metre from the boundary fence/gate of the property. This will infringe possibly on the natural light to no 7 but definitely upon the privacy, since there will be a window overlooking the back garden.</p> <p>4. The odd numbered properties from 3 to 13, have gates that back onto a narrow alleyway connecting Marlin's Turn to the end of Housewood End. This alleyway provides access to the wooded area for the general public and is also the means by which most of the residents, myself included, take their wheelie bins to be collected. As the houses are terraced, the area by the garages has been used as a place to leave bins on collection day. The report states that the "...current collection strategy will be able to continue as there is access to the bin storage at the rear of the gardens of surrounding properties". If I understand this correctly bins would have to be left in the alleyway for collection which would block all access to this public walkway as well as making the job of the binmen unnecessarily difficult.</p> <p>5. Ref 06.01 of the tree report: Much emphasis is put upon the need to consult with an arboriculturist at certain times but this is only a recommendation. Is there any guarantee that a supervisory role for such an expert would have to happen in order to prevent any damage to the local ecology?</p> <p>6. Both Housewood End and Marlins Turn are very narrow roads and parking is at a premium; this scheme allows for few parking spaces in recompense and, although you state that building traffic is not up for consideration, access for emergency vehicles is already difficult and the addition of large lorries can only compound this and this is causing much anxiety amongst residents especially given the current situation.</p> <p>7. Most houses at the bottom of Housewood End have had a problem with sewage at some time and the drains are continually having to be flushed out. The current infrastructure can barely cope as it is and more housing at this end of the street can only add to this problem.</p> <p>8. I am somewhat confused by the letter on p25 of the drainage statement and cannot see the relevance of a pre-planning enquiry that mentions 7 flats. Is this from a previous application and why does the letter not mention anything about the impact of the 3 proposed houses?</p>
<p>4 Housewood End Hemel Hempstead Hertfordshire HP1 3LP</p>	<p>Parking has become a big issue with more and more residents from Marlins Turn parking in Housewood End. Some parking bays are proposed but it will not be enough to ease the problem, especially if those who no longer have a garage need to park in the street.</p> <p>I see a space has been allocated for bin collection. What measures will be taken to prevent people parking here?</p> <p>As the parking situation has worsened residents have taken to parking at a 90° angle across the pavement at the bottom of the road. This has eased the problem somewhat but has led to significant disrepair of the</p>

	<p>pavement. This area does not come under the proposed action but will be affected. Do you propose to improve this? Also, there is bound to be some disruption to parking and access during the building work. How will this be managed?</p>
<p>10 Housewood End Hemel Hempstead Hertfordshire HP1 3LP</p>	<p>Housewood End is a narrow road with very few parking spaces available. Residents from both Marlins Turn and Housewood end park their cars at the bottom of the road, by the woods. Those spaces will now be lost. There is also wildlife that will be negatively impacted. We have often seen foxes and bats in the surrounding area Also, the utility provision is quite poor/old. The sewage pipes are old and narrow and sewage overflowing incidents happen quite often. Connecting more households to an old network will only increase the risk of overflowing.</p>
<p>85 Marlins Turn Hemel Hempstead Hertfordshire HP1 3LL</p>	<p>The proposal directly backs on to the end of my property of which open space into the woodlands and natural light will be completely blocked out. The proximity of the property is extremely close, overlooking the garden, invading privacy into the back of my property. The height of the developments I would also challenge and believe they are too high. This route is used by many residents to access the surrounding woodlands area and this development would disrupt the natural path into the woods. My final objection is the restrictions on parking which is already a major challenge for residents on these roads. This development will mean there is less available parking for existing residents. I do not support this development being built.</p>
<p>81 Marlins Turn Hemel Hempstead Hertfordshire HP1 3LL</p>	<p>81 Marlins Turn, Hemel Hempstead, Herts HP1 3LL</p> <p>Parking: Parking in Marlins Turn and Housewood End is a serious issue for residents. New parking bays were put in at the top of Marlins Turn a few years ago to try and help this, but in many ways this has made parking worse. Cars in that parking area are regularly double-parked and the entrance blocked, making it impossible for delivery vehicles and emergency vehicles to get through. Vehicles are often parked across pavements in Marlins Turn, and towards the bottom of Marlins Turn, where a new house has been built, cars are always parked in a way that only allow the smallest of vehicles to pass. Cars from both Marlins Turn and Housewood End now make use of the pavement across the bottom of Housewood End to park their cars, and this has helped the situation. However, the planned development of the garages is going to make the parking situation so much worse. The garages that are proposed to be demolished are heavily used by residents and the removal of these will add even more vehicles to the road. We ourselves rent 3 of these garages, so we alone will be adding 3 more vehicles to the existing parking problem.</p> <p>Garages: It has been suggested that those of us who currently rent garages in the proposed demolition area will be given priority on garages at the other end of the Housewood End site. However the planning documents clearly show that these garages are also being</p>

	<p>considered for redevelopment. What guarantee do we have that we will be offered one of these garages immediately, and that they will not be taken away from us over the coming months/years due to redevelopment?</p> <p>Access: Although in theory the vehicular access to the proposed development site is straightforward, using Marlins Turn and Housewood End, the reality is very different. With the huge number of vehicles constantly parked along these roads, and the number of dog walkers etc that use the garage entrance to the woods, the ability of large lorries to reach the site and then manoeuvre their vehicles will be impossible.</p> <p>Security: Our garden and those of our immediate neighbours have gated access into the garage area. I understand that this access will be maintained, but a garage currently forms the boundary of our garden and that of our next door neighbour - how will this be replaced - will suitable fencing be provided and how/when will this be erected? I have serious concerns about the security of the properties in Marlins Turn that back onto the proposed building site while the work is going on.</p> <p>Wildlife: We are lucky to have an abundance of wildlife in the area around the woods, including deer, owls, bats. Parakeets have made a home in a tree that backs onto the garages, and I am very concerned that these will be disturbed and will leave the area.</p>
<p>77 Marlins Turn Hemel Hempstead Hertfordshire HP1 3LL</p>	<p>1 - Housewood End and Marlins Turn suffers badly with insufficient parking already. Cars currently park at right angles to the pathways which eases the problem slightly but still not ideal. The weekends and evenings are noticeably worse.</p> <p>2 - I have huge concerns around the wildlife that are in the woodland surrounding Marlins turn. The many animals including Deers , Bats , Owls , Parakeets and Badgers would be unnecessarily disturbed with the building works resulting in habitats being damaged.</p> <p>3 - There are no plans that I can see for any garages to be retained or new ones built. This causes me major concern as we use two of the garages for the keeping of cars. These would not be able to be left outside in a bay for fear of vandalism or theft and would contribute to the parking dilemma that we already face. We have had the use of these garages for approximately 10 + years even with the increased rent.</p> <p>4 - The access to Housewood End is via Marlins Turn which already suffers with narrow parts of the road where cars are parked on one side. Emergency vehicles &amp; dust carts struggle to get through with increased traffic from lorries &amp; work vans etc. This is a major concern of mine.</p> <p>5 - The current drainage is not going to take an increase in waste from new households . We already face problems each year with the drains being blocked and having to be cleared. This is only going to contribute to the problem further.</p> <p>6 - With Marlins Turn having such a beautiful surrounding woodland it means that this is a attraction to many people living in and around Gadebridge. We notice an increase in people and cars during</p>

	<p>weekends, school holidays and summer months where people park in Housewood End to enjoy the beautiful woodland.          We feel as though the money could be spent more wisely with better garages for those who need them, increase parking bays where appropriate and improved street lighting for the safety of our residents.</p>
<p>75 Marlins Turn          Hemel Hempstead          Hertfordshire          HP1 3LL</p>	<p>The 33 garages were originally built to provide parking facilities for the residents on Housewood End and Marlins Turn. Due to various management shortcomings, they have become unappealing and unaffordable for some of the residents. However, the need for parking remains. Every day, there are at least 20 cars parked by the garages, and these cars would have no other places to be parked, with both Housewood End and Marlins Turn street parking being full on a daily basis. Add to this number the cars that are actually using the garages, and you will get to a grim figure. Also, the site is by the entrance to the Warners End Forest, and dog walkers and other people from the town are parking in the same area. The Council recently proposed converting a green on Marlins Turn into parking space. This is extremely destructive to community spirit and health of the residents, and certainly not a solution to the parking problem, as the number of proposed spaces would be limited. Thankfully, that proposal was rejected. However, we are not against demolishing the 33 garages, should the Council decide to provide residential parking spaces in their place. But the current proposal of demolishing the garages and building 3 individual homes would simply explode the severity of the parking situation in the area and we are objecting it. The proposal simply does not deliver for the residents on Housewood End and Marlins Turn, nor does it for the people visiting the green belt/ Warners End forest. It is also affecting the character of the area and the natural habitat. By building 3 houses, the need for more parking will only increase. Even though these three houses would have some private parking, there will not be enough parking for those 30+ cars that are using the current site on a daily basis. The council will therefore create a problem instead of working alongside the residents to solve their problems. Another issue is the sewage system - various houses on Marlins Turn, including ours, have manholes in their gardens, which need access from the Warners End forest path. When we had a blocked manhole in our back garden and a Thames Water subcontractor came to clear the blockage, he was unable to bring in minimal equipment into our back garden, other than by carrying it on his person. Thames Water needs access to the properties on Marlins Turn, to be able to sort out such events. Also, the subcontractor was surprised of the diameter of the sewers and indicated that there is increased likelihood for future problems, as the pipes struggle to cope. By building three houses instead of the garages, there will not be adequate capacity and access to the current drains via the entrance to the forest through the back of the properties on Marlins Turn. Please work for us, not against us - that's why we voted for you.</p>