

**ITEM NUMBER: 5b**

<b>20/03732/FUL</b>	<b>Demolition of 18 residential garages and construction of 4 no. dwelling houses</b>	
<b>Site Address:</b>	<b>Land Off Beechfield Kings Langley Hertfordshire WD4 8EE</b>	
<b>Applicant/Agent:</b>	<b>Mr Ian Johnson</b>	<b>Mr Ian Morrison</b>
<b>Case Officer:</b>	<b>Martin Stickle</b>	
<b>Parish/Ward:</b>	<b>Kings Langley Parish Council</b>	<b>Kings Langley</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**

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

**2. SUMMARY**

2.1 The application site is located within the residential area of Kings Langley. It is not an allocated housing site and is therefore a 'windfall site'. The Dacorum Borough Core Strategy (2013), Policy CS4, directs residential development to large villages and established residential areas.

2.2 This application proposes four new dwellings on land currently occupied by two rows of terraced garages. These Council-owned garages originally served the local residents, however, over time the garages have become either disused or underused. The garages have limited widths and are unsuitable for most modern vehicles. 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 Dacorum Borough Council (DBC), 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. DBC'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 found to be 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 a block of 18 garages within the residential area of Kings Langley, situated on a bend on Beechfield Road, between Nos. 39 and 41. The garage block is on the edge of the settlement and bound by the Metropolitan Green Belt on the western and southern boundaries.

**4. PROPOSAL**

4.1 Planning permission is sought for the demolition of the garage blocks and the construction of four residential units (2 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

CIL Zone: CIL2

Former Land Use (Risk Zone)

Adj. to Green Belt

Heathrow Safeguarding Zone: LHR Wind Turbine

Large Village: Kings Langley

Parish: Kings Langley CP

RAF Halton and Chenies Zone: Yellow (45.7m)

Residential Area (Town/Village): Residential Area in Town Village (King Langley)

Parking Standards: New Zone 3

EA Source Protection Zone: 3

## **7. REPRESENTATIONS**

### Consultation responses

7.1 These are reproduced in full at Appendix A.

### Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

## **8. PLANNING POLICIES**

Main Documents:

National Planning Policy Framework (February 2019)

Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)

Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

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

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 main issues to consider are:

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.

### Principle of Development

9.2 Policy CS4 of the Core Strategy directs residential development to the large villages and established residential areas e.g. Kings Langley. Saved Policy 10 of the Local Plan encourages the effective and efficient use of urban land. The proposal would contribute to the Borough's affordable housing stock (in accordance with Policy CS17). Given that the development would be located in a sustainable location, the proposal would comply with Policies CS1, CS4 and CS17. Therefore, the principle of the proposed development is acceptable.

### Quality of Residential Development / Living Conditions

9.3 The impact on the established residential amenity of neighbouring properties is a significant factor in determining whether a development is appropriate. 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.

### *Layout / Residential Amenity / Living Conditions*

9.4 The proposed layout would maintain the open aspect of the eastern portion of the site, allowing views from Beechfield to the open countryside to the south. There is a green amenity area to the front of the properties, which would benefit the visual amenity of the area. It is noted that a number of new trees would be planted in this area to further enhance the aesthetics of the site. These trees

should also discourage drivers from parking on this grassed area. The scheme proposes two benches along the footpath, which is welcomed.

9.5 The proposed gardens are adequately sized, averaging at around 12m x 6m (depth x width), complying with saved Appendix 3 of the Local Plan. The proposed spatial layout has regard for the existing units on Beechfield in terms of avoiding amenity issues such as adverse privacy, sunlight and daylight implications. There is one first-floor flank window on 41 Beechfield that faces towards the site. This window is approximately 8.5m from the flank wall of Plot 4. This issue was raised at pre-application stage and the properties were sited further back in the site (moving west) to reduce the impact on this window. It should also be noted that this window serves a dual-aspect room, of which the primary (largest) window is situated on the front elevation, facing away from the site.

9.6 In terms of scale, the proposed buildings are not excessively tall or bulky. As such, there would be limited visual intrusion on these neighbouring properties. 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 appears to comply with the Building Research Establishments 'Site layout planning for daylight and sunlight: a guide to good practice'. 41 Beechfield is sited due north of the proposed dwellings. It is unlikely that there would be significant issues with light. There may be some slight overshadowing of the flank of the property and garden area. However, this would be fairly minimal and it is not felt that the application would warrant a refusal on these grounds alone.

9.7 Plot 4 would include a first-floor flank window that would face 41 Beechfield. The proposed window serves a bathroom and is likely to be obscure glazed. However, for the avoidance of doubt, an obscure glazing condition would be imposed (if this application is approved) to counter any privacy issues. No other windows would result in significant overlooking issues to neighbours. The proposed rear facing windows would result in a similar relationship to the other terraced properties on the street.

9.8 Plot 4 would also be adjacent to 39 Beechfield (to the east). There are a number of flank windows on this property, some of which are clear-glazed. The new buildings would be visible from this neighbour's property, however, there would be a significant separation distance of 34.8m (approx.) thereby avoiding adverse impacts on light or privacy. The proposed new dwellings would not infringe upon the 25-degree line taken from ground-floor windows on neighbouring properties.

9.9 In terms of demolition and construction, if this application were approved, these aspects would be controlled by Dacorum's Environmental Protection Team. Various informatives would be added regarding construction hours, etc. if the application is approved. 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.

#### *Quality of Design / Impact on Character and Appearance of Area*

9.10 The immediate area primarily consists of terraced housing with modest architectural detailing. The site 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 area.

9.11 The proposed external materials comprise red brick, roof tiles, grey 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.

9.12 In summary, the proposed scheme would have a high quality of design that would preserve the attractive streetscape and contribute to local character in accordance with Policies CS12 and CS13.

### Impact on Trees

9.13 There are a number of trees within close proximity to the site that must be considered. The submitted Arboricultural Report (ref: S230-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 (T&W) have reviewed this document and raised no objections to the application.

9.14 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 S230-J1-P1 Rev 1, S230-J1-P2 Rev 2 and S230-J1-P3 Rev 2). These details would be conditioned if the application were approved.

9.15 The large trees to the south of the site (T1-T5) may result in some loss of light to the proposed units and their gardens. In particular, the garden of Plot 1 would appear to be overshadowed. The Report highlights that two of the larger trees (T4 and T5) would be pruned to a spread radius of 4.5m on the northern sides to reduce the impact. However, the relationship between this group of sizable trees and Plot 1 is likely to result in pressures to heavily prune or remove some of these trees in the future. Appendix 8 in the Report identifies that these trees are either etiolated or distorted by neighbouring trees and therefore they are classified as Category C1 (having little visual merit). As such, it is unlikely that the Local Planning Authority would raise no objection to their removal in the future. For further clarification Trees & Woodlands were re-consulted on this matter. Their response highlighted that Plot 1 "*will experience some nuisance issues owing to lack of sunlight in the garden and leaf drop*" but the removal of these trees does not "*merit an objection.*" However, to mitigate the nuisance issues, they suggested that a condition is included, stating trees 1-5 shall be reduced by at least 3m. T&W have confirmed that these works would satisfactorily resolve the issue.

9.16 Several trees with smaller diameters (identified in G6) would be removed. The Report identifies these as Category B2 trees, having a higher collective rating rather than as individuals making little visual contribution to the wider locality. An elder shrub and an ash sapling would also be removed. As compensation, the proposed site plan includes four 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. T&W would be consulted at discharge of condition stage to ensure that the proposed trees are suitable for the location.

9.17 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

9.18 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

9.19 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 additional spaces for visitor parking. The proposal is therefore acceptable in this regard.

9.20 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.

9.21 Policies CS8 and CS9 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.'

9.22 Concerning highway safety, the access and turning area is acceptable, as sufficient space for emergency and refuse vehicles has been provided. The Highway Authority (Hertfordshire County Council) have assessed the highway impacts and raised no objection to the proposals.

9.23 In summary, the proposed parking and access arrangements are deemed acceptable and policy compliant.

#### Other Considerations

##### *Loss of Garages*

9.24 The redevelopment of garage blocks may result in the displacement of some vehicles and therefore alternative provision should be considered. The widths of the existing garages are generally unsuitable for modern vehicles except motorcycles. It appears that some residents park on the access road but not within the garage court. This area would not be affected by the development proposals but existing residents may be discouraged from parking here, as it would serve the new properties. Many of the properties on Beechfield benefit from driveways and there are no parking restrictions on the road. This area of the road does not appear to suffer from parking stress. Therefore, if any vehicles are displaced by the proposals, there would be a limited number and there would be sufficient space to site them elsewhere.

9.25 Dacorum's Verge Hardening Team have been contacted to discover whether there would be scope to enhance or provide new parking areas on the road. After liaison with T&W they concluded that due to the number of mature trees, the limited number of amenity/grassed areas, and the lack of parking pressures on the road, providing further parking areas would be counterproductive. Beechfield has an attractive street scene, aided by the grass verges and mature trees. Removing trees would have a negative impact on the appearance and character of the area. In summary, it is not felt that the loss of the garages would result in any significant impacts caused by displaced vehicles and further parking areas are not deemed necessary.

##### *Landscaping*

9.26 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) are considered acceptable. Full details of landscaping would be requested by condition if the application is approved.

##### *Ecology*

9.27 An Ecological Survey and Bat Report have been submitted to the Local Planning Authority as part of the application submission. The survey evaluated the habitats onsite within the site boundary as having negligible to low ecological value, with the exception of the onsite mature trees and trees immediately adjacent to the site. No significant concerns are raised by the conclusions of the reports. A dusk emergence survey of the garages was conducted to determine presence/reasonable absence of roosting bats. No emergence was observed during the survey, and as such, it can be determined that the proposed work will have no impact upon roosting bats. No further surveys are required but it is 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 would also be added.

9.28 The woodland and mature silver birch on site are to be retained in their entirety and protected during works. Root Protection Areas are to be implemented in line with the tree in relation to design, demolition and construction (BS 5837:2012). All trees scheduled for removal are to be replaced at a ratio of 2:1. This is to compensate for the amount of time it takes for trees to grow and mature.

9.29 The report also highlights that any lighting as part of the development does not increase and negatively affect local wildlife. 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 by the access road in the northeastern quadrant. No concerns are raised regarding 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, no concerns are raised with drainage. A condition requiring details of the final drainage scheme would be added, if the application is

approved, to secure certain details e.g. management and maintenance of sustainable drainage systems (SuDs).

#### *Crime Prevention and Security*

9.36 Herfordshire County Council's Crime Prevention Design Advisor was consulted and suggested a number of recommendations to improve crime prevention and security on the site. These include: doors and windows in-line with Secured by Design standards; robust fencing at a minimum of 1.8m in height; entrance gates to be secured with locks and security lighting. These details can be secured through the attached materials and landscaping conditions.

9.37 The Design Advisor also highlighted that *"It's great to see that adequate car parking has been provided for this development and that the spaces are in front of the dwellings providing good surveillance and security."* Overall, the removal of the unlit garage blocks and the construction of the dwellings, which would increase natural surveillance, is likely to discourage crime in this area. Taking all of the above into account, no concerns are raised with crime prevention and security.

#### Response to Neighbour Comments

9.38 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.

#### *Pedestrian Access / Right of Way*

9.39 A resident raised concerns over loss of the public footpath that leads through the site to the fields beyond. The pathway would be slightly altered in shape (as seen when comparing the existing and proposed site plans); however, the right of way would be retained.

#### *Noise and Disruption*

9.40 The Council would need to adhere to national legislation regarding noise and construction hours. An informative has been added to the application reinforce this.

#### *Application for Planning Permission*

9.41 The resident at No. 39 queried why the supporting documentation states that planning permission was applied for in April 2019. It is believed that the documentation refers to the pre-application, which was submitted to the Council in 2019.

#### *Type of Housing*

9.50 No. 39 has sought clarification on the type of affordable housing. The Applicant intends on providing social rent properties.

#### *Consultation with Garage Owners*

9.51 The resident at 39 asked, *"Have the council contacted all current users of the garages, as again a user of one of the garages who lives on the road did not know about this "potential" development until November."* The Housing Development Team have confirmed that all garage owners have been contacted regarding the proposals. They will be contacted again if planning permission is approved.

## **10. CONCLUSION**



10.1 The principle of redeveloping the garage blocks into affordable housing is deemed acceptable and in accordance with local and national policies. The proposals would satisfactorily integrate with the surrounding area. No concerns are raised with the scale and design of the proposed dwellings. No significant adverse impacts are identified concerning 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.

10.2 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. The scheme would provide other benefits such as improved landscaping and visual benefits. The application is therefore recommended for approval.

## **11. RECOMMENDATION**

11.1 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\_DG01 dated November 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. **No development, shall take place until a Phase I Report to assess the actual or potential contamination at the site has been submitted to and approved in writing by the Local Planning Authority. If actual or potential contamination and/or ground gas risks are identified, further investigation shall be carried out and a Phase II report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. If the Phase II report establishes that remediation or protection measures are necessary, a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.**

**For the purposes of this condition:**

**(i) A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.**

**(ii) A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.**

**(iii) A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.**

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

4. **All remediation or protection measures identified in the Remediation Statement referred to in Condition 3 above shall be fully implemented within the timescales and by the deadlines as set out in the Remediation Statement and a Site Completion Report shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any part of the development hereby permitted.**

**For the purposes of this condition: a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It shall contain quality assurance and validation results providing evidence that the site has been remediated to a standard suitable for the approved use.**

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

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 both hard and soft landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:**

- **soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs; and**
- **minor artefacts and structures (e.g. bike stores, street 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 flank window at first-floor level in the northern elevation of Plot 4 hereby permitted 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. **Prior to the occupation of development hereby approved, the trees identified as T1-T5 in the Arboricultural Report by John Cromar's Arboricultural Company Limited**

(referenced S230-J1-IA-1 and dated 2<sup>nd</sup> September 2020) shall be reduced by three metres in height. The other tree works identified in the Schedule (Appendix 9) shall be carried out concurrently. All work shall be carried out in accordance with B.S.3998:2010 "Tree Work Recommendations".

Reason: In order to mitigate nuisance issues owing to lack of sunlight in the garden and leaf drop for future residents, preserving residential amenity in accordance with Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 (f) of the National Planning Policy Framework (2019).

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

DBC-IW-BEE-00-DR-A-0010  
DBC-IW-BEE-00-DR-A-0100  
DBC-IW-BEE-XX-DR-A-2202  
DBC-IW-BEE-XX-DR-A-2201  
S230-J1-IA-1  
S230-J1-P1 v1  
S230-J1-P2 v2  
S230-J1-P3 v2

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. Waste Comments

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 entering the sewer network.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no

objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

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

### Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

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. 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.
5. 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.
6. 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.
7. The Public Right of Way should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. The safety of the public using the route and any other routes to be used by construction traffic should be a paramount concern during works, safe passage past the site should be maintained at all times. The condition of the route should not deteriorate as a result of these works. Any adverse effects to the surface from traffic, machinery or materials (especially overspills of cement & concrete) should be made good by the applicant to the satisfaction of this Authority. All materials should be removed at the end of the construction and not left on the Highway or Highway verges.

If the above conditions cannot reasonably be achieved then a Temporary Traffic Regulation Order would be required to close the affected route and divert users for any periods necessary to allow works to proceed. A fee would be payable to Hertfordshire County Council for such an order. Further information on the rights of way network is available via the website. Please contact Rights of Way, Hertfordshire County Council on 0300 123 4047

for further information in relation to the works that are required along the route including any permissions that may be needed to carry out the works. <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rightsof-way/rights-of-way.aspx>

8. 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.
9. 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
Parish/Town Council	No objection.
Crime Prevention Design Advisor	<p>In relation to crime prevention and security I would ask that the dwellings are built to the police security standard Secured by Design.</p> <p>Physical Security (SBD)</p> <p>Individual front entrance doors:</p> <p>Certificated to BS PAS 24:2016</p> <p>Windows:</p> <p>Ground floor windows and those easily accessible certificated to BS PAS 24:2016 or LPS 1175 SR2 including French doors.</p> <p>Dwelling security lighting:</p> <p>(Dusk to dawn lighting above or to the side front doors). Bollard lighting does not meet the requirement of the Secured by Design standard.</p> <p>Boundary</p> <p>Exposed side and rear gardens with robust fencing, minimum 1.8m height, gates to be secure with lock.</p>

	<p>Car Parking:</p> <p>It's great to see that adequate car parking has been provided for this development and that the spaces are in front of the dwellings providing good surveillance and security.</p>
Parish/Town Council	No objection.
Environmental And Community Protection (DBC)	<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 1921152-07(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>
Civil Aviation Authority	No comment.
Thames Water	Waste Comments



	<p>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.</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>
Affinity Water - Three Valleys Water PLC	No comment.
Trees & Woodlands	<p>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.</p> <p><i>Further comments received 02-03-21</i></p> <p>There does not appear to be any direct detrimental effect on this group</p>

	<p>of trees (T1-T5). However, I take your point with Plot 1 and they will experience some nuisance issues owing to lack of sunlight in the garden and leaf drop. These are C1 trees and according to the report have some structural issues. I do not believe they merit an objection but if you could include a condition stating trees 1-5 shall be reduced by at least 3m by the applicant to reduce expected conflict between trees and residents of Plot 1 that would be suitable.</p>
<p>Hertfordshire Highways (HCC)</p>	<p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.</p> <p>Highway Informatives</p> <p>HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:</p> <p>AN 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 <a href="https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx">https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx</a> or by telephoning 0300 1234047.</p> <p>AN 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 <a href="https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx">https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx</a> or by telephoning 0300 1234047.</p> <p>AN 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</p>

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.

AN 4) The Public Right of Way should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. The safety of the public using the route and any other routes to be used by construction traffic should be a paramount concern during works, safe passage past the site should be maintained at all times. The condition of the route should not deteriorate as a result of these works. Any adverse effects to the surface from traffic, machinery or materials (especially overspills of cement & concrete) should be made good by the applicant to the satisfaction of this Authority. All materials should be removed at the end of the construction and not left on the Highway or Highway verges.

If the above conditions cannot reasonably be achieved then a Temporary Traffic Regulation Order would be required to close the affected route and divert users for any periods necessary to allow works to proceed. A fee would be payable to Hertfordshire County Council for such an order. Further information on the rights of way network is available via the website. Please contact Rights of Way, Hertfordshire County Council on 0300 123 4047 for further information in relation to the works that are required along the route including any permissions that may be needed to carry out the works.

<https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rightsof-way/rights-of-way.aspx>

#### Comments

The application is for the demolition of 18 residential garages and construction of 4 no. dwelling houses on land adjacent Beechfield, Kings Langley. Beechfield is a 30 mph unclassified local access road that is maintained at public expense.

#### Vehicle Access and Parking

The garages are currently accessed via a large private drive joining the highway network via a large bellmouth onto Beechfield. The proposed 4 dwellings will use this existing access which is deemed adequate both in size and visibility for the dwellings. I would like to note the concerns people may have on the loss of garages and therefore perceived loss of parking. However, each garage entrance and length (lost to dwellings)

measures 2m x 4.8m. Garages beneath 2.4m x 4.8m are considered within national guidance to now be insufficient in size to accommodate a parked vehicle. Research presented within Manual for Streets suggest that upto 50% of garages are used for purposes other than the parking of a private vehicle. The loss of garage is therefore not considered to necessarily represent loss of parking.

Please note that the rights of way route on site must not be affected at any point during construction or use of the dwellings, please see informative 4 above.

#### Drainage

The proposed new hardstanding would need to make adequate provision for drainage on site to ensure that surface water does not discharge onto the highway. Surface water from the existing and the new hardstanding would need be collected and disposed of on site in order for the proposals to be acceptable.

#### Sustainability

The site is located 160 metres from the nearest bus stop and 1.6 km from Kings Langley Station. Both these locations are within easy walking and or cycling distance from the proposed dwellings and therefore are in line with policies within Hertfordshire's Local Transport Plan (adopted 2018).

#### Refuge / Waste Collection

Provision has been made for an on-site bin-refuse store within 30m of each dwelling and within 25m of the kerbside/bin collection point. The collection method must be confirmed as acceptable by DBCwaste management.

#### Emergency Vehicle Access

The proposed dwelling is within the recommended emergency vehicle access of 45 metres from the highway to all parts of the buildings. This is in accordance with the guidance in 'MfS', 'Roads in Hertfordshire; A Design Guide' and 'Building Regulations 2010: Fire Safety Approved Document BVol 1 - Dwellinghouses'.

#### Conclusion

HCC has no further objections or comments on highway grounds to the application, subject to the inclusion of the above planning informatives.

Hertfordshire Building Control	No comment.
Hertfordshire Property Services (HCC)	<p>Thank you for your email regarding the above mentioned planning application.</p> <p>Hertfordshire County Council's Growth &amp; Infrastructure Unit do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within your CIL zone and does not fall within any of the CIL Reg123 exclusions.</p> <p>Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.</p> <p>We therefore have no further comment on behalf of these services, although you may be contacted separately from our Highways Department.</p> <p>Please note this does not cover the provision of fire hydrants and we may contact you separately regarding a specific and demonstrated need in respect of that provision.</p> <p>I trust the above is of assistance if you require any further information please contact the Growth &amp; Infrastructure Unit.</p>
Environment Agency	No comment.
Conservation & Design (DBC)	<p>Architectural Design:</p> <ul style="list-style-type: none"> <li>- Well designed terraces in the local area typically have a form of vertical facade articulation between dwellinghouses e.g recessed bricks / shadow gaps / brick pillars which assist in breaking the mass of the housing block into a finer urban grain. Perhaps the proposal elevations could benefit from a similar facade treatment along the party walls to distinguish between houses within a terrace and break down the blocks mass.</li> <li>- Subtle articulation added to the gable roof between units could also assist in the breaking down the massing of blocks where there is a long terrace of multiple houses or a highly visible roof.</li> </ul> <p>Comments received 03.02.21</p> <p>No objection in principal - can the dwellings adjacent to the N. site boundary adjacent to no.41 be brought forward to align with the neighbouring property. This may help with overshadowing concerns raised at consultation. As it is not habitable space, the roof of the row of</p>

	the 4 dwelling houses could also be lowered to address some of the concerns of the local residents regarding the massing and scale of proposal and reducing the impact on the Greenbelt.
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## APPENDIX B: NEIGHBOUR RESPONSES

### Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
7	5	0	5	0

### Neighbour Responses

Address	Comments
41 Beechfield Kings Langley Hertfordshire WD4 8EE	<p>I have lived at 41 Beechfield King's Langley WD4 8EE for 21 years.</p> <p>My concerns are as follows. Pulling down the 18 garages to put 4 properties in place of them, I am concerned about the parking problem, that exist already, where people have to park on the grass verge. a lot of people usually have 2 cars to each property, and will there be any room for gardens? At these proposed properties?</p> <p>We also have a drainage problem, twice last year we had the drains overflowing, and water pressure problems. A few times last year the water was turned of without warning, also a threat to wild life. The disruption as well.</p> <p>Will great park garages , plus garages behind number, 1, 3, 5, 7, Beechfield, and the land where there is a little park at the side of these garages, under threat? And the bigger worry our farmland. These are my cocernes.</p> <p>Regards Mrs Janet Farmer Demolition of 18 residential garages, to be replaced with four properties.</p> <p>My concerns are as follows, we have a parking problem already, so this will be made even worse.</p> <p>Last year on two occasions we had a problem with drainage and water pressure problems.</p> <p>Will these proposed properties have gardens, the site doesn't look big enough.</p> <p>And also what about Great Park garages and the other site at the beginning of Beechfield are they under threat too. And the bigger threat our farms, this is so worrying,</p>

	<p>I am a pensioner I have lived here at 41 Beechfield King's Langley WD4 8EE for 21 years.</p> <p>I live right next to the proposed build. And also the disruption and noise, so this is why am sending my concerns .</p> <p>I have lived at 41 Beechfield King's Langley WD4 8EE for 21 years.</p> <p>My concerns are as follows.  Pulling down the 18 garages to put 4 properties in place of them, I am concerned about the parking problem, that exist already, where people have to park on the grass verge. a lot of people usually have 2 cars to each property, and will there be any room for gardens? At these proposed properties?</p> <p>We also have a drainage problem, twice last year we had the drains overflowing, and water pressure problems. A few times last year the water was turned of without warning, also a threat to wild life. The disruption as well.</p> <p>Will great park garages , plus garages behind number, 1, 3, 5, 7, Beechfield, and the land where there is a little park at the side of these garages, under threat? And the bigger worry our farmland. These are my cocernes.</p>
<p>39 Beechfield  Kings Langley  Hertfordshire  WD4 8EE</p>	<p>I accept that "objecting" is highly unlikely to prevent the demolishing and building of the new properties, but I have concerns of how this progressed so far.</p> <p>Firstly in the documentation it says planning permission was applied for in April 2019, we purchased 39 Beechfield in at end of June 2019. Nothing in regards to this location was provided in the searches about potential building. If it should have come up why wasn't it disclosed in the searches then? Other areas came up where there was potential to build or develop.</p> <p>In all the documentation I've read online here it doesn't make it clear what type of housing it is going to be, there is a small tick box on the initial application form that implies it is going to be "social/subsidised rent" but why would it not be made clearer in the documents or "brochures"? Are they going to be private houses or council owned, why can this not be made clearer?</p> <p>Despite our address being mentioned by number at least twice in the accompanying documents it was only in November by chance when a neighbour told us about the development we became aware. We had to email in to ask about this and be included on any letters sent. This links to the first point about the searches, whereby these could be administration errors, but equally then makes me think why are we not being told, is there a reason and "they" might think we will object if we find out. Will we be missed out of future news or developments?</p> <p>Currently people who live nearby use the entrance to be able to park</p>

	<p>close to their homes it's not clear if this will still be allowed or provisions made for those people and others who use the garages? Have the council contacted all current users of the garages, as again a user of one of the garages who lives on the road did not know about this "potential" development until November. The H19 bus route that goes through Beechfield some times struggles due to parked vehicles, removing the garages and parking will surely lead to more vehicles parked on the road. Will this lead to the bus route being pulled from Beechfield?</p> <p>In some of reports on here it mentions the poor state of some of the garages and footpath nearby, presumably to enhance the case to redevelop. Now if the footpath and garages are council owned, have they been allowed to get that way? If the houses are going to be council owned as I think they are by the one tick box, what's to prevent them from becoming the same over time? Will the other garage block in the opposite corner of Beechfield and Great Park be developed too (or has it already been applied for) as I'd say both garage blocks look in a similar condition?</p> <p>I may well have missed it in some of the less clear documents but what provisions if any for "green" considerations? I couldn't see any info about solar panels or electric car charging points for the properties.</p>
<p>41A Beechfield Kings Langley Hertfordshire WD4 8EE</p>	<p>Overlooked - loss of privacy limited parking noise and congestion</p>
<p>5 Missden Drive Hemel Hempstead Hertfordshire HP3 8QR</p>	<p>Hi, My Father (75yrs old) lives at 41a Beechfield, Directly next to the Garages in question. I have grave concerns for this development.</p> <p>-The Plans clearly show a Shadow that would go across my father rear garden and affect his light into his Garden. He is retired and spends a lot of time in the garden and is not particularly mobile, so any effect on his garden and effect of his enjoyment of his garden and his property needs to be considered. This also includes the MENTAL impact this will have on a single retired person and the person in 41 Beechfield is in a similar situation. This will also be a loss of privacy to my father and neighbour below.</p> <p>- My father was sent a letter (FROM DACORUM COUNCIL) about his driveway which was built by the previous owner more that 7 years ago and was told NOT to park on his driveway (the main road into the garages) so he is now parking along with many other residents on the road / verge outside his property. Please note he is 75 and now being asked to walk further to his property from his car and park with more difficulty as opposed to his drive way which is simple stone shingle. - PLEASE INFORM MY FATHER AT 41A IF HE WILL / CAN STILL PARK ON HIS DRIVEWAY AFTER THE DEVELOPMENT IS BUILT, SHOULD IT BE BUILT, AND FROM NOW ON (14/01/2021) THIS WILL REDUCE THE PARKING TRAFFIC ON SURROUNDING ROADS OBVIOUSLY.</p> <p>- The properties in question are not anywhere near the same design as</p>



the current properties in Great Park.

- The Development will increase traffic outside my fathers property in an already congested area of Great Park due to parking (ANOTHER REASON TO ALLOW MY FATHER TO PARK ON HIS DRIVEWAY AGAIN - PLEASE SEND HIM A LETTER A CONFIRM - HE IS NOT ON EMAIL)

- The development will create a lot more noise than is currently found as he is next to open fields, one of the reasons he purchased the property to start with.

- The area for the development is a pathway to the fields where may many people walk and in a time of pandemic this should not be affected at all.

- My father is 75 and retired to this property from another property in Great Park - Friars way, you run the risk of making current residents (including my father), a lot of whom are of similar age, want to leave this area (my fathers has been there for 40 years). This development should NOT impact his life detrimentally, both during the build process and after. If the build goes ahead and I find his well being affected by the:-

- NOISE from the development build
- The disruption to his life
- ACCESS to his home during and after the development build
- The effects of the properties and their occupants

Then I hold the DACORUM COUNTY COUNCIL FULLY RESPONSIBLE and will act accordingly.