

ITEM NUMBER:

20/03938/MFA	Demolition of existing bungalows, flats and garages. Construction of 2 no. apartment blocks comprising of 30 dwellings with associated car parking and landscaping.	
Site Address:	16-34 Randalls Ride Hemel Hempstead Hertfordshire HP2 5AQ	
Applicant/Agent:	Mr Ian Johnson	Mr Christopher Weir
Case Officer:	James Gardner	
Parish/Ward:	Hemel Hempstead (No Parish)	Highfield
Referral to Committee:	DBC application	

1. RECOMMENDATION

1.1 That planning permission be **DELEGATED** with a **VIEW TO APPROVAL** subject to the completion of a S106 agreement.

2. SUMMARY

2.1 The site is located within an urban area of Hemel Hempstead, wherein, in accordance with Policy CS4 of the Dacorum Core Strategy the principle of new residential development is acceptable. The character area appraisal for Highfield (HCA20) is supportive of residential development, including the re-development of garage blocks, provided that provision is made for displaced vehicle parking and the proposal accords with the development principles. Given the level of alternative garage provision available locally, and the likelihood that many of the current garages are used for storage as opposed to vehicles, it is considered that there would be adequate provision for any displaced vehicles.

2.2 It is considered that, in terms of density, design, impact on the street scene, and impact on the residential amenity of neighbouring dwellings, the development would accord with Policies CS11 and CS12 of the Dacorum Core Strategy and Policies 10 and 21 of the Dacorum Local Plan.

2.3 Parking provision is in accordance with the Parking Standards Supplementary Planning Document. As such, sufficient parking for the development would be provided in accordance with Policy CS12 of the Dacorum Core Strategy.

3. SITE DESCRIPTION

3.1 The application site is an irregular shaped parcel of land with an area of approximately 0.297 hectares. It is located to the south of Randalls Ride, Hemel Hempstead, and currently occupied by six bungalows, four bedsits, and 19 garages with associated hardstanding. The garages are accessed by way of an existing crossover off Bowyers.

The area is characterised by two-storey terraced dwellings from the New Town era. They are of relatively simple design with buff brick at ground floor and painted render at first floor level, topped with gable roofs clad in concrete interlocking tiles. The dwellings in Bowyers exhibit hanging tiles instead of render at first floor level, but in all other respects are similar. To the west of the site there is modern flatted development constructed in the first decade of the 21st century.

4. PROPOSAL

4.1 Planning permission is sought for the demolition of all existing buildings on the site and the construction of two apartment blocks (Blocks A & B). Block A would be of 3 storey construction, located in the southern section of the site, and comprise of 21 residential units. Block B would be of 2.5 storey construction, located in western section of the site, and comprise of nine residential units.

5. PLANNING HISTORY

None relevant.

6. CONSTRAINTS

CIL Zone: CIL3

Former Land Use (Risk Zone):

Parish: Hemel Hempstead Non-Parish

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

Residential Character Area: HCA20

Parking Standards: New 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 Core Strategy 2006-2031 (adopted September 2013)

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

Relevant Policies:

Dacorum Core Strategy

NP1 - Supporting Development

CS1 - Distribution of Development

CS4 - The Towns and Large Villages

CS8 – Sustainable Transport

CS11 - Quality of Neighbourhood Design

CS12 - Quality of Site Design

CS13 – Quality of the Public Realm

CS17 – New Housing

CS18 – Mix of Housing

CS19 – Affordable Housing

CS29 - Sustainable Design and Construction

CS31 – Water Management

CS32 – Air, Soil and Water Quality

CS33 – Hemel Hempstead Town Centre

CS35 – Infrastructure and Developer Contributions

Dacorum Local Plan

- Policy 10 – Optimising the Use of Urban Land
- Policy 12 - Infrastructure Provision and Phasing
- Policy 13 - Planning Conditions and Planning Obligations
- Policy 18 – The Size of New Dwellings
- Policy 21 – Density of Residential Development
- Policy 51 – Development and Transport Impacts
- Policy 54 – Highway Design
- Policy 99 – Preservation of Trees, Hedgerows and Woodlands
- Policy 111 – Height of Buildings
- Policy 129 – Storage and Recycling of Waste on Development Sites

Appendix 3 – Design and Layout of Residential Areas

Supplementary Planning Guidance/Documents

- Parking Standards Supplementary Planning Document (2020)
- Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
- Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

9. CONSIDERATIONS

Main Issues

The main issues to consider are:

- The policy and principle justification for the proposal;
- The mix of housing;
- The density;
- The quality of design and impact on visual amenity;
- The impact on residential amenity;
- The impact on highway safety and car parking; and
- The impacts on ecology.

Principle of Development

9.1 The application site is located within Hemel Hempstead wherein, in accordance with Policy CS4 of the Dacorum Core Strategy (2013), the principle of residential development is acceptable subject to compliance with the relevant local and national planning policies.

9.2 The character area appraisal for Highfield (HCA20) is also supportive of residential development. The policy statement of HCA20 is outlined below for ease of reference:

APPROACH: Maintain and improve defined character.
SCOPE FOR RESIDENTIAL DEVELOPMENT
Area of Minimal Change
<i>Greenfield development: Opportunities limited.</i>
<i>Redevelopment: Will not normally be permitted, but may be acceptable on certain non-residential sites. <u>The redevelopment of garage blocks will only be acceptable if alternative provision is made for displaced vehicle parking and where proposals accord with the Development</u></i>

<u>Principles.</u>
<i>Plot amalgamation:</i> Will not normally be permitted.
<i>Infilling:</i> May be acceptable according to the Development Principles.
<i>Conversion of dwellings into smaller units:</i> Discouraged throughout.

9.3 It will be noted that the re-development of garage blocks is deemed to be acceptable on the proviso that alternative provision is made for displaced vehicles.

9.4 Information provided by the Housing Department confirms that the garage block proposed to be demolished has an occupancy rate of 57.89% (11 occupied and 8 void).

9.5 There are two points to consider:

1. Alternative garage provision exists in Bowyers (garage nos. 20-38) – less than one minute from the application site – where five garages are void. There is also garage space available in Cattsdell and Allandale, though it is appreciated that the distance of these garages from the site may dissuade local residents from utilising them.
2. The size of council garages precludes all but the smallest of modern vehicles. As per the Parking Standards Supplementary Planning Document, garages *'will only be counted as parking spaces if robust evidence can be provided that the garages are of an appropriate size...that will result in a high probability of use for parking...'* Paragraph 8.4 of the Parking Standards SPD clarifies that garages must measure at least 6m long by 3m wide in order to be counted as parking provision.

Whilst it is acknowledged that the Parking Standards SPD is specifically referring to on-plot garages, the principles are unlikely to substantially differ for off-plot garages. Thus, the dimensions referred to in paragraph 8.4 can be seen as a useful guide in determining the likelihood of a garage being used for the purposes of vehicular parking.

Given the size of the garages, and indeed all council garaging, it is not unreasonable to assume that a high percentage of them are used for the storage of personal effects, or perhaps tools and equipment associated with a trade. Consequently, it is submitted that the void garaging in the immediate area would be sufficient to absorb any displaced parking, should there be any. Failing this, there is alternative provision within a reasonable walking distance of the site.

9.6 In light of the foregoing, it is considered that the principle of developing the application site for residential flatted development complies with Policy CS4 of the Dacorum Core Strategy and HCA20: Highfield of the Area Based Policies.

Mix of housing

9.7 Policy CS18 of the Core Strategy states that new housing development will provide a choice of homes. This will comprise a range of housing types, sizes and tenure; housing for those with special needs and affordable housing in accordance with Policy CS19.

9.8 Saved Policy 18 of the Dacorum Local Plan states that the development of a range of dwellings (size and type) will be encouraged. Regard will be paid to the need to provide accommodation for new small households and the floor area of individual buildings.

9.9 The mix of dwellings is outlined below:

Unit Type	Building		Total by Type
	A	B	
1b2p	12	6	18
2b3p	2	1	3
2b4p	7	2	9
Total per Block	21	9	30

9.10 The South West Hertfordshire Local Housing Needs Assessment (September 2020) highlights that, in terms of affordable housing, the greatest need is for one, two and three bedroom dwellings.

9.11 Notwithstanding the above, providing an appropriate mix of units on each site is important in ensuring balanced communities. In this case, it is noted that there is a higher proportion of one bedroom units (60% of the total) than two bedroom units. This differential is not, however, considered to be significant. Furthermore, taking the area as a whole, it is clear that there is a larger proportion of three bedroom terraced dwellings in the area; therefore, the provision of one and two bedroom flats will give greater choice to persons wishing to live in the area.

9.12 In summary, it is considered that the above strikes an appropriate mix of dwellings sizes.

Density Considerations

9.13 Policy 10 of the Dacorum Local Plan states that vacant or underused land and buildings should be brought into the appropriate use(s) as soon as practicable through new building, conversion, adaptation or other alteration. Importantly, the saved policy goes on to state (where relevant) general building development should be designed to achieve the maximum density compatible with the character of the area, surrounding land uses and other environmental policies in the plan. In particular, building development will be permitted if it makes optimum use of the land available, whether in terms of site coverage or height.

9.14 Policy 21 of the Dacorum Local Plan states that careful consideration will be given to the density of all new housing proposals to ensure that they make the most efficient use of the land available.

9.15 The policy further states that densities will generally be expected to be in the range of 30 to 50 dwellings per hectare net. Higher densities will generally be encouraged in urban areas at locations where services and / or workplaces can be reached without the need for motorised travel or which are served well by passenger transport, for example in town and local centres.

9.16 The application proposes 30 residential units on a 0.297 hectare site, giving a density of approximately 101 dwellings per hectare (dph). This represents a substantial increase in density compared with what is currently on the site (10 residential units), although it should be noted that higher density development has been approved to the west of the site (in Grover Close).

9.17 Density is a relatively rudimentary way of ascertaining whether effective use is being made of land and is highly susceptible to manipulation. For example, subdividing a single family dwelling into two flats will immediately double the density, though in reality the built form will remain unchanged in terms of bulk, mass and scale. Perhaps of greater relevance is how the development would be perceived by persons moving through the streetscape, which is linked to design and will be explored in a later section of this report.

9.18 The application site is estimated to be approximately 15 minutes from the town centre by foot or 5 minutes by bicycle; therefore, in line with the caveat in Policy 21 in terms of the locations where

higher densities are encouraged, a convincing argument could be made for such an increase in this location.

9.19 Density is but one factor in determining whether a planning application is acceptable. Given the sustainable nature of the application site, it is considered that the density proposed would make effective use of the site and therefore accords with Policies 10 and 21 of the Dacorum Local Plan.

Quality of Design / Impact on Visual Amenity

9.20 Policies CS11 and CS12 of the Dacorum Core Strategy state that development should respect the typical density intended in an area, preserve attractive streetscapes, integrate with the streetscape character and respect adjoining properties in terms of layout, site coverage, height, bulk and materials.

9.21 Appendix 3 of the Dacorum Borough Local Plan states that development should be guided by the existing topographical features of the site, its immediate surroundings, and respect the character of the surrounding area with an emphasis on there being adequate space for the development in order to avoid a cramped appearance.

Design

9.22 The development is formed of two apartment blocks (Blocks A & B) of 3 and 2.5 storeys, respectively.

9.23 Block A - the larger of the two – is rectilinear and would be located in the southern section of the site. It would be externally finished in a mixture of brick and white render, with rustic red duo tiles for the gable roof. At ground floor level a combination of alternate courses of buff and white brickwork, extending vertically to eaves level on the external wall of the central stair core, provides visual interest. The design also incorporates vertical recessed brick detailing between the fenestration on the brick clad section of the building. The entrance to the building is appropriately visually signposted by the use of a cantilevered area that includes a glazed curtain wall system with a modest projecting aluminium canopy below. Roof levels are staggered and different sections of the building recessed, thereby breaking down the bulk and mass.

9.24 Block B is L shaped, responding to the need to provide an active frontage on both Randalls Ride and Bowyers. Similar themes to those used on Block A are also utilised in the external treatment of Block B; in particular, alternate courses of buff and white brickwork visually identify the ground floor of the building, while a mixture of brickwork, interspersed with vertical recessed brick detailing, and render provide appropriate contrast, and homogeneity with Block A. In order to limit the height of the building, accommodation on the upper-most floor is partially provided within the roof space and thus wall dormers are proposed to be utilised so as to provide enhanced head height at key locations within the flats.

Impact on Street Scene

9.25 The application site would be primarily visible from Randalls Ride. The dwellings fronting Randalls Ride are primarily of New Town stock and therefore exhibit a relatively simple design style: buff brick at ground floor level with painted render at first floor level; casement windows, concrete roof tiles and staggered gable roofs that step down with the slope of the land.

9.26 Flatted development from the first decade of the 21st century is located in Grover Close, immediately to the west of the site. The two nearest blocks (Thompson & Broomfield House) are visible from within certain parts of the Randalls Ride street scene and therefore form part of the character of the area.

9.27 The axis of Block A would match that of the bungalows currently occupying the southern section of the site, and the proposed palette of materials is considered congruent with those utilised by the surrounding dwellings.

9.28 During the course of pre-application discussions the possibility of flat roofed development being used for one or more of the new blocks was considered; however, other than the existing garages and bedsits, the area is characterised by pitched roof dwellings. Therefore, in addition to the materials, the roof form references the style of the surrounding dwellings, albeit on a larger scale and in a more contemporary fashion. Indeed, Block A does not attempt to replicate the existing development; rather, it takes design elements from the surrounding built form and metamorphoses them into a more visually stimulating composition, in contrast to regimented New Town development surrounding the site. Block A would also introduce an active frontage to the Randalls Ride street scene in the northern elevation, providing natural surveillance in addition to that already provided by nos. 17-19 opposite.

9.29 The front elevation of Block B would align with that of nos. 2-14 Randalls Ride, although, owing to the constraints of the site, the length of the front elevation is considerably less than the aforementioned terrace row. Nonetheless, the building would follow the established grain of development, retaining soft planting to the street frontage and enclosing it with a boundary hedge that would provide an area of defensible space. The proposed palette of materials is considered congruent with those utilised by the surrounding dwellings.

9.30 Areas of car parking would be interspersed throughout the site, avoiding large concentrations in any one location, and would be surrounded by soft planting. The use tarmac for the internal roads and block paving for the car parking spaces provides contrast and would help break up the area of hardstanding.

9.31 Turning to the matter of height, Policy 111 of the Dacorum Local Plan advises that buildings in excess of three storeys may be permitted outside of Hemel Town Centre provided there is no harm to:

- a) the character of the area and the site's surroundings;
- b) the character of open land;
- c) views of open land, countryside and skylines; and
- d) the appearance and setting of conservation areas and listed buildings.

9.32 Block A is of 3 storey construction and Block B is of 2.5 storey construction. Accordingly, it is not considered that there is any conflict with Policy 111.

9.33 In general character terms, although there would be a contrast in ridge height between the new and existing development, this is already the current state of affairs in respect of the two-storey residential dwellings and the single-storey garages, flat-roofed bedsits and pitched roof bungalows. The increase in height will provide benefits in terms of maximising the use of urban land, potentially alleviating pressure for development on greenfield land, and is supported by Policy 10 of the Dacorum Local Plan.

Amenity Provision

9.34 Appendix 3 of the Dacorum Local Plan states that all residential development is required to provide private open space for use by residents whether the development be houses or flats. Residential development designed for multiple occupancy will be required to provide a private communal amenity area to the rear of the building at least equal to the footprint of the building for two storey developments, and increasing with building height.

9.35 Green space would exist to the rear of Block A; however, given its relatively limited size, it appears as though this would primarily serve as an area of landscaping. Whilst consideration was given to the potential inclusion of balconies, architecturally, this would not be in keeping with the character of the area. It is considered that public open space in the form of Randalls Park - located a two minute walk to the north west – will provide sufficient opportunity for outdoor pursuits.

Quality of Internal Environment

9.36 Paragraph 127 (f) of the NPPF states that planning policies and decisions should create places with a high standard of amenity for existing and future users.

Noise

9.37 In order to achieve the requisite levels of sustainability, the proposal has been updated to include an Air Source Heat Pump on the roof of Block A, which will provide heat for both blocks. This does, however, mean that consideration needs to be given to possible noise and disturbance to the residential units directly below. Should permission be granted, a suitably worded condition will be included to require specific details of mitigation measures. The Council's Environmental Health Officer has been informally consulted and is supportive of this approach.

Size

9.38 Dacorum does not currently have a planning policy requiring adherence to the Department for Communities and Local Government's nationally described space standards. Draft Local Plan Policy DM12 states that proposals for new build residential development '*should comply with the nationally described space standards... unless it can be robustly demonstrated that this would not be feasible or viable.*' The draft Local Plan is, however, in the early stages of adoption (Regulation 18) and therefore only very limited weight should be given to it at the present time. This notwithstanding, all flats within the development have been designed to meet or exceed Department for Communities and Local Government's nationally described space standards.

Daylight Levels

9.39 The shape of Block A and its internal layout (which includes a central corridor) provides limited opportunity for dual aspect rooms. Where the lounge / dining / kitchen is only single aspect, the lounge / dining element has been located proximate to the window, since this is the location in which it would reasonably be expected that residents would spend the majority of their time. The kitchen area would be somewhat less illuminated by natural light, but even where lighting is above average, it is not uncommon for electric lighting to be used to supplement existing light, especially when intricate work – such as the preparation of food - is involved. On balance, therefore, it is considered that daylight levels within the living space would be acceptable.

9.40 All lounge / dining rooms within Block B would benefit from dual aspect rooms, ensuring good levels of daylight and sunlight.

Impact on Residential Amenity

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

9.42 Appendix 3 of the Dacorum Local Plan states that Residential development should be designed and laid out so that the privacy of existing and new residents is achieved, with a minimum distance of 23 metres between the main rear wall of a dwelling and the main wall (front or rear) of another being met in order to ensure privacy.

Loss of Privacy

9.43 Nos. 7 – 9 Baylie Court are located directly to the rear of where Block A would be located. As Block A will not follow the boundary of the site, its distance from the Baylie Court properties ranges from approximately 25.50 metres to 28.20 metres. Appendix 3 states that the minimum distance of 23 metres may be increased depending on character, levels and other factors. In acknowledging that the application site occupies a higher land level than the properties in Baylie Court, and that 3 storey development is proposed, Block A has been set further away than the specified minimum distance. On balance, the separation distance is considered sufficient to avoid any significant adverse impacts.

9.44 The north-eastern elevation of Block A, which includes a number windows, would be located between 18.75 metres and 21.15 metres from the front elevation of nos. 17-23 Randalls Ride. It should be noted that there is no minimum separation distance for a scenario where a flank wall faces a front wall of another dwelling. As such, whether a proposal is acceptable is ultimately a matter of planning judgement.

9.45 In an urban context, it is not uncommon for the front windows of dwellings to face the windows of dwellings on the opposite side of the street. Furthermore, windows fronting a street form part of the public realm and will be visible to any passer-by moving through the area. It is therefore generally accepted that it is not possible to fully protect the front facing windows of dwellings from all overlooking. This is not say that there will never be an instance in which overlooking of front windows is deemed unacceptable; however, it is submitted that there is a higher bar before this becomes the case. The distance between the windows of Block A and the windows of nos. 17-23 is not dissimilar to that which exists on a standard residential street. Consequently, it is not considered that the relationship between the existing and proposed windows would result in an unacceptable loss of privacy.

9.46 Block B would be located opposite nos. 7 – 11 Randalls Ride and at 90 degrees to no. 14 Randalls Ride. With regard to the former, the site plan indicates that there would be a separation distance of approximately 17.70 metres between the respective elevations; which, given the less sensitive nature of front elevations, is considered acceptable. It is also roughly the same distance that exists between the front elevations of nos. 1 and 14 Randalls Ride – the only dwellings in the road that directly face one another. Turning to the relationship between Block B and no. 14 Randalls Ride, the number of windows serving habitable rooms and overlooking the rear garden area has been limited to two above first floor level. The windows in question would serve bedrooms and thus are unlikely to be used as intensively as the primary living space. The distance between Block B and the boundary of the garden would equate to approximately 10.50 metres; the distance to the area of garden immediately to the rear of no. 14, where it is reasonable to assume that majority of sitting out and family activities is likely to occur, would equate to 16.80 metres. In addition, consideration also needs to be given to the fact that the rear garden of no. 14 is unusually wide, in that it extends to the side of the house, whereas a more common arrangement would have been to utilise this space as a grassed amenity area. Thus, it could reasonably be argued that less weight should be afforded to the rear of amenity space that extends past the flank wall of the dwelling. Although there would be a modest loss of privacy to the rear amenity area, the proposal would not have any significant impact on the privacy of the internal environment, there being no windows on the flank elevation of no. 14, and the oblique field of vision being too extreme for the bedroom windows to be afforded any meaningful views.

9.47 The front elevation of no. 2 Bowyers would be over 17 metres away from Block B and the oblique angle would preclude views into the interior.

9.48 As regards the impact of Block A on the flatted development in Grover Close, the nearest windows are over 18 metres away from the front elevation of Thompson House and at an oblique

angle. Turning to Block B, the nearest windows to Thompson House would be approximately 12.65 metres away and, again, located at an oblique angle. The degree of separation coupled with the angle of view is such that it is not considered that any significant loss of privacy would arise, negating the need for obscure glazed windows.

Visual Intrusion

9.49 There is no statutory planning definition of visual intrusion or whether development is overbearing. The proximity of built development, height, mass and bulk, topography, orientation and the existing layouts of adjoining dwellings are all relevant factors. As such, whether development is visually intrusive or overbearing is a matter of planning judgement.

9.50 It is acknowledged that, should planning permission be granted, the outlook for the residents of nos. 7-11 Randalls Ride will undergo a change: whereas before the view from the front facing windows would have been onto single-storey garages, a considerably more substantial building is proposed to take their place. However, the potential impact of the building should be seen in light of the following facts:

- Block B has been limited in height to 2.5 storeys.
- Nos. 7-11 Randalls Ride occupy a higher land level.
- Front elevation of Block B would be situated approximately 17.70 metres away from nos. 7-11 Randalls Ride, but apex of the roof would be over 21 metres away.
- Mixture of different brick, contrasted with the roof tiles, will assist in visually reducing mass of the building.
- Nos. 7-9 Randalls Ride have dual aspect living rooms.

9.51 It is submitted that the above are sufficient to ensure that the proposed building would not be visually intrusive or overbearing on the dwellings directly opposite.

9.52 Block A has the potential to be visually intrusive / overbearing on the dwellings in Baylie Court and nos. 17-23 Randalls Ride. Each shall be considered in turn.

9.53 Notwithstanding the change in levels between Baylie Court and the application site, it is considered that the separation distance is such that, coupled with the mixture of materials, which would assist in visually breaking up the mass, there would be no significant adverse impacts in terms of visual intrusion.

9.54 The distance of Block A from nos. 17-23 Randalls Ride militates against any significant impacts. Further, while it is true that the scale of development in this location will increase, the view from the front windows would not be of a continuous mass of built development along the length of Randalls Ride; rather, the gap between the respective blocks, as well as the small parking area to south, would provide some visual relief. Good design also has a role to play in limiting adverse impacts on residential amenity. The design of the north-eastern elevation includes different architectural features – i.e. brick detailing, asymmetric gables, Juliet balconies and contrasting materials – which will provide visual interest. A blank brick wall could potentially be overbearing, but add windows and other features and it becomes something quite different and seen in a new light.

Loss of Sunlight and Daylight

9.55 Drawing no. 19083wd2.03 (Rev C) demonstrates that the 25-degree rule as it relates to the ground floor windows of the dwellings in Baylie Court and Block A would not be breached. The north-north-west aspect of the rear elevations of the Baylie Court dwellings is such that any loss of sunlight is likely to be limited to the very end of the day in the summer months.

9.56 In terms of the impact on nos. 17-23 Randalls Rise, drawing no. 1908wd2.04 (Rev D) indicates that there would be a breach. However, the plan also clarifies that the transgression is limited to a small section of the asymmetric gable. The breach occurs where the new building is closest to the road, which means that the impact would be limited to the four windows closest to Taverners (two of which are located at ground floor level, with a further two at first floor level). Planning records indicate that the two ground floor windows serve bedrooms, one of which is dual aspect; the same is also applicable for the first floor windows. The first floor windows would not fail the 25-degree rule as they are located higher in the building. Turning to the ground floor windows, the dual aspect room benefits from a south-east facing window through which good levels of lighting can be expected. The single aspect room would be affected, but for the reasons already set out above, it is not considered that this would not be so severe as to warrant a refusal of planning permission. A balance needs to be struck between the modest impact on this window versus the public benefits of providing affordable socially rented housing and regenerating the area.

9.57 Turning to the impacts arising from Block B, the 2.5 storey nature of the building, coupled with the elevated land level occupied by nos. 7-9 Randalls Ride, will ensure that there is no breach of the 25-degree rule, as demonstrated on drawing no. 1908wd2.04 (Rev D).

Noise and Disturbance

9.58 Whilst there would be an increase in density at the site, there is no reason to believe that any increase in noise and disturbance from general day-to-day living would be so severe as to be to the detriment of the nearest sensitive residential receptors.

Impact on Highway Safety and Parking

Highway Safety / Capacity

9.59 Policy 51 of the Dacorum Local Plan states that the acceptability of all development proposals will be assessed specifically in highway and traffic terms and should have no significant impact upon:

- the nature, capacity and use of the highway network and its ability to accommodate the traffic generated by the development; and
- the environmental and safety implications of the traffic generated by the development.

9.60 Policy CS12 of the Dacorum Core Strategy states that each development should provide a safe and satisfactory means of access for all users.

9.61 The proposal would necessitate the construction of two new vehicular accesses onto Randalls Ride and the extension of an existing access on Bowyers. The larger of the two Randalls Ride accesses would comprise of a bellmouth access with a kerb radii of 6 metres to either side. The smaller of the two accesses would serve the southern car park and comprise of a standard vehicular crossover.

9.62 Appendix C of the Transport Statement demonstrates that both of the vehicular accesses from Randalls Ride would be wide enough to enable two cars to safely pass one another and prevent vehicles from waiting on the adjacent highway. Appendix D confirms that vehicular visibility splays of 2.4 metres x 43 metres are achievable at both accesses, which the Highway Authority has confirmed as acceptable.

9.63 Trip Rate Information Computer System (TRICS) data has been included within the Transport Statement and suggests a relatively modest increase in traffic movements; that is to say, a net

increase of four two-way movements in the morning peak and a net increase of ten two-way movements in the PM peak.

9.64 In order to carry out the necessary works on the highway, it would be necessary for the applicant to enter into a S278 agreement with the Highway Authority. As this is outside of the planning process, an informative will be included with any grant of planning permission to remind the developer of his responsibilities in this regard.

9.65 In summary, based on the information provided, the Highway Authority is satisfied that the new access arrangements would pose no danger to highway safety. Neither have any objections been raised by the Highway Authority vis-à-vis road capacity.

9.66 It follows that the development would comply with Policy 51 of the Dacorum Core Local Plan and Policy CS12 of the Dacorum Core Strategy.

Parking Provision

9.67 Policy CS12 of the Dacorum Core Strategy states that development should provide sufficient parking and sufficient space for servicing.

9.68 The Parking Standards Supplementary Planning Document, which was formally adopted on 18th November 2020, advocates the use of a 'parking standard' (rather than a maximum or minimum standard), with different levels of standard in appropriate locations and conditions to sustain lower car ownership.

9.69 Section 6 of the Parking Standards Supplementary Planning Document states that:

The starting principle is that all parking demand for residential development should be accommodated on site; and the requirements shown are 'standards' - departures from these will only be accepted in exceptional cases, when appropriate evidence is provided by the agent/developer for consideration by the Council, and the Council agrees with this assessment.

....

Different standards for C3 use are provided as set out in the table in Appendix A, based on the three accessibility zones referred to in section 4.8 and shown in Appendix B.

9.70 The application site is located within Accessibility Zone 3 wherein the expectation is that the following parking provision would be achieved:

1 bedroom	Allocated	1.25
	Unallocated	1.00
2 bedrooms	Allocated	1.50
	Unallocated	1.20

9.71 Based on a mix of 18 one bedroom and 12 two bedroom flats, there is a requirement for 32.4 spaces. The application originally proposed a total of 30 spaces, but this has since been increased to 32 in order to comply* with the Parking Standards SPD. The two additional parking spaces are to be accessed from Bowyers.

9.72 (*The worked examples in the SPD all relate to instances where fractions of a space are >5 and, accordingly, rounded up to the nearest whole number. In the absence of any advice to the

contrary, it is considered appropriate to round down any number <5 in accordance with the general rules of mathematics. Thus, 32.4 rounds down to 32).

9.73 The parking provision is therefore in accordance with the Parking Standards SPD and complies with Policies CS8 and CS12 of the Dacorum Core Strategy, which seek, amongst other things, to ensure sufficient parking is provided for each development.

Manoeuvrability

9.74 Scaling from drawing no.19083wd2.01 confirms that there would be a distance of at least six metres between the rows of parking spaces. In other words, sufficient space to enable a car to manoeuvre and in accordance with Manual for Streets (MfS).

9.75 Swept path analysis, included within Appendix B of the Transport Statement, demonstrates that parking spaces within the development could be successfully accessed.

Fire Access

9.76 Swept path / tracking diagrams confirm that a fire tender would be able to successfully enter, manoeuvre and exit the site in a forward gear.

9.77 A Fire Strategy was submitted during the course of the application process and clarifies that Dry Risers are to be installed in both Blocks A and B so as to ensure that there would be '*vehicle access for a pump appliance to blocks of flats to within 45m of all points within each dwelling*'.

9.78 The Fire Strategy has been deemed acceptable by the Fire Officer at Hertfordshire County Council.

Visitor Parking

9.79 Research has found that where at least half of parking provision is unallocated, no special provision is required for visitor parking as this can be largely offset by other residents being away at the same time.

9.80 It is understood that all car parking will be unallocated; therefore, the parking provision incorporates visitor parking. It follows that no additional provision need be provided.

Electric Vehicle (EV) Charge Points

9.81 The Parking Standards Supplementary Planning Document requires 50% of all parking spaces to have an active charging point, with all remaining parking spaces having passive provision.

9.82 The terms active provision and passive provision are defined as follows:

Active provision for electric vehicles: an actual socket connected to the electrical supply system that vehicle owners can plug their vehicle into.

Passive provision for electric vehicles: the network of cables and power supply necessary so that at a future date a socket can be added easily. It is significantly cheaper and less disruptive to install the underlying infrastructure for EV charge points during construction than to retrofit later.

9.83 The parking layout submitted in support of this application does not show any EV charge points and therefore does not comply with the Parking Standards SPD. Should planning permission be granted, it is recommended that the following condition be included:

Notwithstanding the submitted details, no development shall take place until full details of the layout and siting of Electric Vehicle Charging Points and any associated infrastructure have been submitted to and approved in writing by the local planning authority. The development shall not be occupied until these measures have been provided in accordance with the approved details.

Disabled Parking

9.84 Appendix A of the Parking Standards SPD states that 5% of spaces should be allocated for disabled parking. A total of 3 spaces - equating to 9.38% of provision within the development - are shown as being reserved for disabled persons, exceeding the requirement in the SPD.

9.85 Guidance on the dimensions of disabled car parking bays is provided in Traffic Advisory Leaflet 5/95:

Off-Street Parking - The dimensions of off-street parking bays should provide a rectangle at least 4800mm long by 2400mm wide for the vehicle, along with additional space as follows: (a) where the bays are marked parallel to the access aisle and access is available from the side, an extra length of at least 1800mm (Figure 3), or (b) where the bays are marked perpendicularly to the access aisle, an additional width of at least 1200mm along each side. Where bays are adjacent, space can be saved by using the 1200mm "side" area to serve the bays on both sides (Figure 4).

9.86 The two spaces proximate to Block A share a 1.2 metre side area and measure 5 metres long x 2.5 metres wide, exceeding the dimensions set out in 5/95. One further space is located proximate to the entrance of Block B; measures 5 metres deep x 2.5 metres wide, and has a side area of 1.2 metres.

9.89 It is therefore considered that the development provides reasonable provision for disabled persons.

Cycle Storage

9.90 Storage capacity for 34 bicycles is to be provided within two secure buildings on the development. This is considered acceptable and does not give rise to any concerns.

Conclusion

9.91 In highway safety and capacity terms, the development is considered to be acceptable subject to the inclusion of conditions and informatives.

9.92 Parking provision is in accordance with the Parking Standards SPD. Given how recently these parking standards have been adopted, there is no reason to believe that the standard would be insufficient to provide for the parking requirements of the development in full.

9.93 At least 50% of all parking spaces will be fitted with electric vehicle charging points. This will be secured by condition.

9.94 Provision has been made for disabled residents of the development. In total, 9.38% of spaces (3 spaces) will be available.

9.95 Access and manoeuvrability for larger vehicles such as a fire tender is acceptable, swept path analysis confirming that such a vehicle could enter and exit the site in a forward gear.

Ecological Impacts

National Planning Policy Context

9.96 Paragraph 170 of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by, inter alia, minimising the impacts on and providing net gains for biodiversity.

9.97 Paragraph 175 (a) states that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

Local Planning Policy Context

9.98 Local planning policy, Policy CS26 of the Dacorum Core Strategy states that the Green Infrastructure Network will be protected, extended and enhanced, and that development and management action will contribute towards:

- the conservation and restoration of habitats and species;
- the strengthening of biodiversity corridors;
- the creation of better public access and links through green space; and
- a greater range of uses in urban green spaces.

Background

9.99 The application has been supported by an Ecological Impact Assessment in order to provide baseline ecological information pertaining to the site. A tree impact assessment and landscaping plans also form part of the application submission.

9.100 The areas of the site which would be lost consist of hardstanding, amenity grassland and poor quality dense scrub, which, according to the consultant ecologist, are habitats of negligible ecological importance, although admittedly do contribute marginally to local biodiversity.

9.101 Paragraph 175 (a) of the NPPF advocates a hierarchical approach to biodiversity mitigation – the principle that on-site biodiversity loss should be avoided, mitigated and, as a last resort, compensated.

Baseline and Proposed Enhancement

9.102 Based on the Ecological Impact Assessment, which establishes that the site has very limited biodiversity value at present, it is considered that relatively simple measures can be utilised to ensure that there would arguably be an improvement in the biodiversity value of the site, in line with the concept of biodiversity net gain advocated by the NPPF and the Environment Bill.

9.103 The proposed enhancements are as follows:

- Safeguarding of trees;
- Native planting scheme;
- Bat boxes;
- Bird boxes

9.104 The landscaping proposals include the planting of native hedgerows along the southern and western boundaries of the site. Green spaces, areas of native shrub and a total of 8 new trees are also proposed to be planted throughout the site, maximising the potential ecological value.

9.105 Given the low level of biodiversity currently presented on the site, it is considered that these measures would result in an overall improvement in biodiversity value. In particular, the hedgerows will provide habitats and suitable foraging for invertebrates and nesting opportunities for birds.

9.106 Subject to conditions, it is considered that the development would be acceptable in ecological terms.

Protected Species

9.107 Bat surveys formed part of the Ecological Impact Assessment. The assessment noted that: *'All six buildings on the site are considered to provide 'low' suitability for roosting bats', and 'All trees on the site are considered to be of negligible suitability for roosting bats.'*

9.108 A bat roost activity survey concluded that although there were low levels of activity on the site, including foraging and commuting, all buildings on the site are not currently used by roosting bats.

9.109 The report found no evidence for other protected species on site. Accordingly, there is no need for any further surveys to be carried out. A number of informatives will, however, be included with any grant of planning permission.

Other Considerations

Sustainable Urban Drainage Systems (SUDS)

9.110 Infiltration testing on the site returned inconsistent results. As a result, the drainage strategy proposes the use of permeable paving for the car parking areas with an outflow to the Thames Water network. The site will drain to a below ground attenuation tank with a discharge at 2l/s into the sewer, which has been confirmed as acceptable by Thames Water. The Lead Local Flood Authority (LLFA) are supportive of this approach and do not wish to raise any objections subject to the inclusion of a planning condition.

Land Contamination

9.111 The Preliminary Investigation Report (RSK Preliminary Risk Assessment 1921152-01(00) March 2020) and the Site Investigation Report (GEMCO Phase II Geo-Environmental Assessment 1797 R01: Issue 3 December 2020) indicate a reasonable need for remedial works to be carried.

9.112 The Environmental Health Team have not raised any objections subject to the inclusion of appropriately worded planning conditions, which shall be included should planning permission be granted.

Waste Management

9.113 The initial waste and recycling provision proposed was wholly insufficient for the number of units proposed.

9.114 The development comprises of two blocks. Block A contains 21 flats and Block B contains nine flats. On this basis, each block would have the following bin storage requirements:

Block A

4 x 1100 litre (Mixed Recycling)

4 x 1100 litre (Refuse)

4 x 140 litre (Food)

Block B

2 x 1100 litre (Mixed Recycling)

2 x 1100 litre (Refuse)

2 x 140 litre (Food)

9.115 In response, an additional bin store is to be provided in the south western corner of the site for collection from Grover Close. The development now provides sufficient bin storage provision.

9.116 In terms of the storage buildings themselves, it is anticipated that these will be constructed from the same or similar brick to Blocks A and B. With the exception of Recycling Store 2 (Building A), which would not be visually prominent from public vantage points, the buildings would have gabled roofs so as to positively contribute to the street scene.

Trees and Landscaping

9.117 H3 (Lawson Cypress Hedge), G8 (Common Holly), G9 (Common Holly & Ash) and 12 (Beech) are proposed to be removed to make way for the new development.

9.118 H3 is currently located in the rear gardens of 24 and 28 Randalls Ride, thus has minimal visibility in the street scene and provides very little in the way of amenity value.

9.119 G8 and G9 have been assessed as having BS5837 values of C2 and B2, respectively. However, whilst providing a screen between the proposed development and the flats within Grover Close, the trees would result in some shadowing of Block B if retained.

9.220 The provision of the two additional parking spaces in Bowyers necessitates the removal of Tree 12.

9.221 The landscaping plan submitted in support of the application indicates that eight new trees will be planted in compensation and as part of the general landscaping works.

9.222 The Council's Trees and Woodlands Officer has had sight of the plans and confirmed that he has no objections to the application.

9.223 A tree protection plan and method statement forms part of the application submission. Should planning permission be granted, a condition will be included to require protective fencing to be erected prior to any on-site development (including demolition) and works to be carried out in accordance with the relevant method statements.

Human Rights

9.224 A local resident has commented that, were the development to go ahead, this would result in a breach of his / her human rights under the Human Rights Act.

9.225 The courts have taken the view that Article 8 of the Human Rights Act will normally have been considered as an integral part of a Planning Officer's approach to material considerations. The degree of seriousness required to trigger a lack of respect for the home has to be substantial, with the competing interests of neighbours, other individuals and the community as a whole, including the right of the landowner to make beneficial use of his land all being relevant factors.

9.226 Article 8 rights are a material planning consideration and should be respected. However, these rights need to be balanced against other planning considerations and this will be a planning judgement.

9.227 All of the relevant factors, including the detailed objections, have been considered and it is submitted that this will not have deprived anyone of their rights under Article 1 or Article 8 of the Human Rights Act.

Affordable Housing

9.228 Policy CS19 of the Dacorum Core Strategy requires 35% of new dwellings on sites exceeding 0.3ha, or 10 dwellings (and larger), in Hemel Hempstead to be affordable homes.

9.229 This application is being brought forward by Dacorum Borough Council's Housing Development Team and it is understood that 100% of the units will meet the definition of affordable.

9.330 A Section 106 agreement will secure the requisite level of affordable housing to ensure that the proposal will comply with Policy CS19 of the Dacorum Core Strategy.

Community Infrastructure Levy (CIL)

9.331 Policy CS35 of the Core Strategy requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on 1 July 2015.

Planning Obligations

9.332 Heads of Terms:

Minimum of 35% of all units to be affordable.

10. CONCLUSION

10.1 The application site is located within a residential area of Hemel Hempstead wherein the principle of new residential development is acceptable subject to compliance with the relevant local and national planning policies. One such local requirement is that the re-development of garage blocks is contingent on alternative provision being made for displaced vehicles. It has been argued that owing to the limited size of the garages, whose dimensions do not comply with the Parking Standards SPD, it is debatable whether they are used for the parking of cars. It is far more likely that the majority of the garages are used for household storage, the storage of motorbikes, or perhaps in connection with a trade. Working on the basis that at least some of the garages are used for the storage of a small car, then there is capacity nearby in Bowyers to accommodate this demand, or potentially slightly farther afield (in Allandale or Cattsdell).

10.2 The design of the respective buildings has been carefully considered and although they deviate in form from the surrounding development on Randalls Ride and Bowyers, the proposed materials would respect the local character and regenerate a site currently occupied by rather tired garages, bedsits and bungalows.

10.3 Matters appertaining to residential amenity have been fully addressed in the report. Whilst objections have been raised by local residents, who will undoubtedly notice a change in their outlook, it is not considered that any impacts would be so severe as to warrant a refusal of planning permission.

10.4 Parking provision would accord with the Council's Parking Standards Supplementary Planning Document. Since the development would provide for its own parking requirements, there is no reason to believe that the increase in density would result in adverse impacts on on-street parking conditions in the local area. A condition will be included to require 50% of all spaces to have active charge points and the remaining 50% passive charging provision.

10.5 In ecological terms there are no major constraints which would preclude the re-development of the site.

11. RECOMMENDATION

11.1 That planning permission be **DELEGATED** with a view to **APPROVAL** subject to the completion of a S106 agreement to secure provision of affordable housing.

Condition(s) and Reason(s):

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

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

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

19083.wd2.01	Proposed Site Plan	Rev. E	
19083.wd2.02	Proposed Site Elevations	Rev. C	
19083.wd2.03	Proposed Site Sections 1	Rev. C	
19083.wd2.04	Proposed Site Sections 2	Rev. D	
19083.wd2.010	Bat 1 - Proposed Ground & First Floor Plan	Rev. B	
19083.wd2.011	Bat 1 - Proposed Second & Roof Floor Plan	Rev. A	
19083.wd2.012	Bat 1 - Proposed Elevations	Rev. C	
19083.wd2.020	Bat 2 - Proposed Ground & First Floor Plan	Rev. A	
19083.wd2.021	Bat 2 - Proposed Second & Roof Floor Plan		
19083.wd2.022	Bat 2 - Proposed Elevations		
19083.wd2.030	Proposed Recycling stores Elevations	Rev. B	
19083.wd2.031	Proposed Cycle stores Elevations	Rev. B	

Randalls Ride Fire Strategy Issue 2
M03001-05_DG01 dated February 2021
M03001-05_FR01 dated October 2020

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

3. **Notwithstanding the details indicated on the approved plans, no development above slab level 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.**

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

4. **Notwithstanding the details indicated on the approved plans, no on-site works above slab level shall commence until a detailed scheme for the necessary offsite highway improvement works as indicated on drawing number 19083wd2.01 E have been submitted to and approved in writing by the Local Planning Authority. These works shall include:**

- o **Works to create the bellmouth access onto Randalls Ride, with a kerb radii of 6m and tactile paving/pedestrian dropped kerbs on either side.**

- **Works to create the VXO / dropped kerb on Randalls Ride to the 'southern' parking' area.**
- **Tactile paving on either side of the existing bellmouth entrance into Bowyers.**
- **Any works required through closing off the existing vehicle access from Bowyers and creation of the footway and vehicle crossover for the parking spaces on the southern side of Bowyers.**

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy CS12 of the Dacorum Core Strategy and Policies 51 and 54 of the Dacorum Local Plan.

- 5. Prior to first occupation of the development hereby permitted, the offsite highway improvement works approved under Condition 4 shall be completed in accordance with the approved particulars.**

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity, in accordance with Policy CS12 of the Dacorum Core Strategy (2013) and Policies 51 and 54 of the Dacorum Local Plan (2004).

- 6. Prior to the first occupation of the development hereby permitted, the proposed internal access roads, on-site car parking and turning areas shall be laid out, demarcated, surfaced and drained in accordance with the approved plan(s) and retained thereafter available for that specific use.**

Reason: To ensure construction of a satisfactory development and in the interests of highway safety, in accordance with Policy CS12 of the Dacorum Core Strategy (2013) and Policy 51 of the Dacorum Local Plan (2004).

- 7. No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan shall include details of:**

- a. Construction vehicle numbers and type;**
- b. Access arrangements to the site;**
- c. Traffic management requirements;**
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);**
- e. Siting and details of wheel washing facilities;**
- f. Cleaning of site entrances, site tracks and the adjacent public highway;**
- g. Timing of construction activities (including delivery times and removal of waste);**
- h. Provision of sufficient on-site parking prior to commencement of construction activities;**
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.**

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Policy CS12 of the Dacorum Core Strategy (2013) and Policy 51 of the Dacorum Local Plan (2004).

8. **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.**

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).

9. **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 M03001-05_FR01 dated October 2020 prepared by McCloy Consulting and Drainage Strategy reference M03001-05_DG01 dated February 2021 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. **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 Core Strategy (2013).

10. (a) **The Local Planning Authority is of the opinion that the Preliminary Investigation Report (RSK Preliminary Risk Assessment 1921152-01(00) March 2020) and the Site Investigation Report (GEMCO Phase II Geo-Environmental Assessment 1797 R01: Issue 3 December 2020) indicate a reasonable need for remedial works to be carried out and so 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 has been submitted to and approved by the Local Planning Authority.**

(b) **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 Policy CS32 of the Dacorum Core Strategy (2013).

11. **Any contamination, other than that reported by virtue of Condition 10 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 Policy CS32 of the Dacorum Core Strategy (2013).

Informative:

The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.

12. **Prior to first occupation of the development hereby permitted, an Air Source Heat Pump Noise Impact Assessment, compiled by an appropriately experienced and competent person, shall be submitted to and approved in writing by the Local Planning Authority.**

The Air Source Heat Pump Noise Impact Assessment shall detail the noise levels associated with the use of the air source heat pump, and include an analysis of whether any noise mitigation measures are required to control the noise (and if so full details of these mitigation measures), and a timescale for the implementation of the noise mitigation measures.

Any mitigation measures identified as being required by the Air Source Heat Pump Noise Impact Assessment shall be implemented in accordance with the approved particulars and retained thereafter.

Reason: To ensure that residents of the flats are afforded an acceptable level of amenity and protected from noise and disturbance, in accordance with Policy CS12 of the Core Strategy and Paragraphs 127, 170 (e) and 180 (a) of the National Planning Policy Framework.

13. **The development hereby approved shall not be occupied until the bin storage areas shown on drawing nos. 19083wd2.01 (Rev. E) and 19083wd2.030 (Rev. B) have been fully provided.**

Reason: To ensure that sufficient provision is made for waste and recycling storage, in accordance with Policy 129 of the Dacorum Local Plan (2004) and the Dacorum, Refuse Storage Guidance Note (February 2015).

14. **Notwithstanding the submitted details, no construction above slab level shall take place until a soft landscaping plan that includes number, size, species and position of trees, plants and shrubs has been submitted to and approved in writing by the Local Planning Authority.**

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 2 years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity.

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as required by saved Policy 99 of the Dacorum Borough Local Plan (2004) and Policy CS12 (e) of the Dacorum Borough Council Core Strategy (2013).

15. **Prior to first occupation of the development hereby permitted, full specifications (including location) of two bird and two bat boxes to be incorporated in the development shall have been submitted to and approved in writing by the local planning authority.**

The approved particulars shall be fully implemented prior to first occupation of the development and permanently retained thereafter.

Reason: To ensure that the biodiversity of the site is maintained / enhanced, in accordance with Policy CS26 of the Dacorum Core Strategy (2013).

16. **The tree protection measures shown on drawing nos S227-J2-P1 (Rev. v1), S227-J2-P2 (Rev. v1) and S227-J2-P3 (Rev. v2) shall be in place prior to the commencement of the development hereby approved and retained for the duration of the construction period.**

All works on site shall be carried out in accordance with the method statements outlined on the aforementioned plans.

Reason: In order to comply with section 197 of the Town and Country Planning Act, Policy CS12 of the Dacorum Core Strategy (2013), and Policy 99 of the Dacorum Local Plan (2004).

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

Reason: To protect underground sewerage utility infrastructure, which could be significantly impacted by piling and result in land instability, in accordance with paragraph 170 (e) and paragraph 178 (a) of the NPPF.

Informatives:

1. 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.
2. 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.
3. 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.
4. Information on obtaining the extent of public highway around the site can be obtained from the HCC website:
www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx
5. The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>
6. 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.
7. 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.

8. 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.
9. 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.
10. 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.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Trees & Woodlands	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
Conservation & Design (DBC)	<p>The existing buildings are all from the period of the construction of the new town. They are of no particular architectural merit and we would not object to their demolition.</p> <p>There has been a number of pre application meetings. We believe that the proposals have been carefully considered through the pre application process and all of our concerns with regards to design and landscaping have been debated, discussed and where possible addressed.</p> <p>We believe that the proposals allow an increase of housing density on the site in an appropriate manner. The form and mass have been broken up and the design, detailing and materials are all acceptable. The stair cores are used successfully to break up the elevations and this combines with the render and brickwork to add visual interest to the buildings. The roof pitches and gables allow it to reflect the surrounding built environment. We believe that the fenestration is appropriate and the combination of the vertical with the Juliet balconies and horizontal emphasis with the other windows is acceptable.</p>

	<p>The proposed landscaping of the site is acceptable as are the materials and details shown on the plans.</p> <p>Recommendation We believe that from the design consideration this would allow the increase in density. External materials and landscaping subject to approval.</p>
<p>Hertfordshire Property Services (HCC)</p>	<p>Thank you for your email regarding the above mentioned planning application.</p> <p>Hertfordshire County Council's Growth & 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 & Infrastructure Unit.</p>
<p>Crime Prevention Design Advisor</p>	<p>Thank you for sight of planning application : 20/03938/MFA, Demolition of existing bungalows, flats and garages. Construction of 2 no. apartment blocks comprising of 30 dwellings with associated car parking and landscaping. 16-34 Randalls Ride Hemel Hempstead Hertfordshire HP2 5AQ</p> <p>In relation to crime prevention and security , I am pleased to see that security has been considered for this application as detailed in the Design and Access statement (Page 11 , 3.5 , Page 12, 4.2) however I would ask that the development is built to the police security standard Secured by Design.</p>

	<p>Physical Security (SBD)</p> <p>Communal door sets: Certificated to BS PAS 24: 2016, or LPS.1175 SR2</p> <p>Access Control to block of flats: Audio Visual. Tradespersons release buttons are not permitted.</p> <p>Postal delivery for communal dwellings (flats): Communal post boxes within the communal entrances (already specified)</p> <p>Individual front entrance doors of flats Certificated to BS PAS 24:2016</p> <p>Windows: Flats Ground floor windows and those easily accessible certificated to BS PAS 24:2016 or LPS 1175 French doors for balconies:</p> <p>Dwelling security lighting : Communal entrance hall, lobby, landings, corridors and stairwells, and all entrance/exit points. (Dusk to dawn lighting). Bollard lighting does not meet the requirement of the Secured by Design standard , however I look at each development on a 'site specific. basis and if this is not the main Lightsource I am willing to review it</p> <p>Bin / Bike stores : Bins must be secure doors certificated LPS1175 SR2</p> <p>Car Park: It's good to see that car parking is being provided , however will this be managed by the management company as there is only one space per flat and no visitor spaces?</p> <p>Please contact me if you would like any further information.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>The development site outside transportation noise significance contours and also outside the Air Quality Management Zones, although an electric car charging points conditions is recommended.</p> <p>It is considered that the development will not negatively impact neighbouring properties and I therefore do not have any objections to the application subject to the following condition being attached to any consent which may be granted.</p> <p>Electric Charge Points: Prior to occupation of the development, details of measures to maximise the use of low-emission transport modes (e.g. secure covered storage for motorised and non motorised cycles, an electric vehicle charge point) must be submitted to and approved in writing by the local planning authority. The measures must be installed in accordance with the approved details prior to occupation</p>
<p>EDF Energy</p>	<p>We refer to the Planning Application for the above site. The proposed development is in close proximity to our substation and have the</p>

following observations to make:

If the proposed works are located within 6m of the substation, then they are notifiable under the Party Wall etc. Act 1996. The Applicant should provide details of the proposed works and liaise with the Company to ensure that appropriate protective measures and mitigation solutions are agreed in accordance with the Act. The Applicant would need to be responsible for any costs associated with any appropriate measures required. Any Party Wall Notice should be served on UK Power Networks at its registered office: UK Power Networks, Newington House, 237 Southwark Bridge Road, London SE1 6NP.

Our engineering guidelines state that the distance between a dwelling of two or more stories with living or bedroom windows overlooking a distribution substation should be a minimum of ten metres if the transformer is outdoor, seven metres if the transformer has a GRP surround or one metre if the transformer is enclosed in a brick building. It is a recognised fact that transformers emit a low level hum which can cause annoyance to nearby properties. This noise is mainly airborne in origin and is more noticeable during the summer months when people tend to spend more time in their gardens and sleep with open windows.

A problem can also occur when footings of buildings are too close to substation structures. Vibration from the transformer can be transmitted through the ground and into the walls of adjacent buildings. This, you can imagine, is very annoying.

In practice there is little that can be done to alleviate these problems after the event. We therefore offer advice as follows:

- 1.The distance between buildings and substations should be greater than seven metres or as far as is practically possible.
- 2.Care should be taken to ensure that footings of new buildings are kept separated from substation structures.
- 3.Buildings should be designed so that rooms of high occupancy, i.e. bedrooms and living rooms, do not overlook or have windows opening out over the substation.
- 4.If noise attenuation methods are found to be necessary we would expect to recover our costs from the developer.

Other points to note:

	<p>5.UK Power Networks require 24 hour vehicular access to their substations. Consideration for this should be taken during the design stage of the development.</p> <p>6.The development may have a detrimental impact on our rights of access to and from the substation. If in doubt please seek advice from our Operational Property and Consents team at Barton Road, Bury St Edmunds, Suffolk, IP32 7BG.</p> <p>7.No building materials should be left in a position where they might compromise the security of the substation or could be used as climbing aids to get over the substation surround.</p> <p>8.There are underground cables on the site associated with the substation and these run in close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA.</p> <p>9.All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 Avoiding Danger from Underground services. This document is available from local HSE offices.</p> <p>Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG.</p>
<p>Hertfordshire Property Services (HCC)</p>	<p>Thank you for your email regarding the re-consultation for above mentioned planning application.</p> <p>Hertfordshire County Council's Growth & 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</p>

	<p>that provision. I trust the above is of assistance if you require any further information please contact the Growth & Infrastructure Unit.</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 subject to the following conditions:</p> <p>1. A: Highway Improvements - Offsite (Design Approval)</p> <p>Notwithstanding the details indicated on the submitted drawings no on-site works above slab level shall commence until a detailed scheme for the necessary offsite highway improvement works as indicated on drawing number 19083wd2.01 E have been submitted to and approved in writing by the Local Planning Authority. These works shall include:</p> <ul style="list-style-type: none"> o Works to create the bellmouth access onto Randalls Ride, with a kerb radii of 6m and tactile paving/pedestrian dropped kerbs on either side. o Works to create the VXO / dropped kerb on Randalls Ride to the 'southern' parking' area. o Tactile paving on either side of the existing bellmouth entrance into Bowyers. o Any works required through closing off the existing vehicle access from Bowyers and creation of the footway and vehicle crossover for the parking spaces on the southern side of Bowyers. <p>B: Highway Improvements - Offsite (Implementation / Construction)</p> <p>Prior to the first use of the development hereby permitted the offsite highway improvement works referred to in Part A of this condition shall be completed in accordance with the approved details.</p> <p>Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>2. Provision of Internal Access Roads, Parking & Servicing Areas</p> <p>Prior to the first occupation of the development hereby permitted the proposed internal access roads, on-site car parking and turning area</p>

shall be laid out, demarcated, surfaced and drained in accordance with the approved plan(s) and retained thereafter available for that specific use.

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

3. Electric Vehicle (EV) Charging Points

Prior to the occupation of the development hereby permitted, at least 50% of all parking spaces shall have an active EV charging point and all remaining spaces shall have passive EV provision.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

4. Construction Management Plan

No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan shall include details of:

- a) Construction vehicle numbers, type, routing;
- b) Access arrangements to the site;
- c) Traffic management requirements
- d) Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e) Siting and details of wheel washing facilities;
- f) Cleaning of site entrances, site tracks and the adjacent public highway;
- g) Timing of construction activities (including delivery times and removal of waste);
- h) Provision of sufficient on-site parking prior to commencement of construction activities;
- i) Post construction restoration/reinstatement of the working areas and temporary access to the public highway;

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

Highway Informatives

HCC recommends inclusion of the following highway informative / advisory note (AN) to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980:

AN) Extent of Highway: Information on obtaining the extent of public highway around the site can be obtained from the HCC website: www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx

AN) Agreement with Highway Authority: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

Comments / Analysis

The proposal comprises of demolishing the existing dwellings and construct 30 new dwellings and associated works on land at Randalls Ride, Hemel Hempstead. Randalls Ride is designated as an unclassified local access road, subject to a speed limit of 30mph and is highway maintainable at public expense.

An updated Transport Statement (TS) and amended site plan has been submitted as part of an amendment to the original planning application.

Access

There is an existing vehicle access into the site from Bowyers, which is proposed to be closed off. The proposed access arrangements are shown on submitted plan no. 19083wd2.01 E, which include one new bellmouth access on Randalls Ride with a kerb radii of 6m on either side and two new vehicle crossovers (VXOs)/dropped kerbs (one on Randalls Ride and an extended one on Bowyers). Both of the vehicle

accesses from Randalls Ride would be wide enough to enable two cars to safely pass one another and prevent vehicles from waiting on the adjacent highway.

The levels of available vehicular to vehicular visibility (2.4m by 43m) at the proposed vehicle accesses as illustrated in appendix D of the TS are acceptable and in accordance with Roads in Hertfordshire: Highway Design Guide and Manual for Streets (MfS). The proposed vehicle access arrangements and site plan are considered to be acceptable by HCC as Highway Authority.

There are existing highway pedestrian footways on either side of Randalls Ride and on the north side of Bowyers and public footpath Hemel Hempstead 042 runs adjacent to the south-east boundary of the site. The proposed site plan retains the pedestrian footpath through the site which provides a link between Randalls Ride and Grover Close and proposes a 1.5m wide footway on the southern side of Bowyers, both of which HCC as Highway Authority is supportive of to maximise accessibility and permeability and ensure that the proposals are in accordance with Hertfordshire's Local Transport Plan (LTP4) and NPPF. In order for the proposals to provide acceptable pedestrian access, tactile paving and pedestrian dropped kerbs would need to be provided on either side of the proposed bellmouth access and at the existing bellmouth access into Bowyers.

The developer would need to put in place a permanent arrangement for long term maintenance. At the entrance of the development, the road name plate would need to indicate that it is a private site to inform purchasers of their future maintenance liabilities. The proposed development would need to make adequate provision for drainage on site to ensure that surface water is disposed of on site and does not discharge onto the highway.

Section 278 Highway Works

The applicant would need to enter into a Section 278 Agreement with HCC as Highway Authority in relation to the approval of the design and implementation of the works that would be needed on highway land including:

- o Works to create the bellmouth access onto Randalls Ride, with a kerb radii of 6m and tactile paving/pedestrian dropped kerbs on either side.
- o Tactile paving on either side of the existing bellmouth entrance into Bowyers, laid out in accordance with standards laid out in Guidance on the use of Tactile Paving Surfaces.
- o Any works required through closing off the existing vehicle

access from Bowyers and creation of the footway and vehicle crossover for the parking spaces on the southern side of Bowyers.

Prior to applying to enter into a Section 278 Agreement with the Highway Authority, the applicant would need to obtain an extent of highway plan to clarify the works which would be within the existing highway. A Stage Road Safety Audit and Designers Response would also need to be submitted as part of the s278 process. Please see the above conditions and informatives.

A swept path analysis for a fire tender has been submitted as part of the TS (appendix E) illustrating a fire tender entering the site and turning around and egressing to the highway in forward gear, the details of which are considered to be acceptable by HCC as Highway Authority. Nevertheless following consideration of the size of the development, details of the proposals have been passed to Herts Fire & Rescue for attention and for any comments which they may have. This is to ensure that the proposals are in accordance with guidelines as outlined in MfS, Roads in Hertfordshire; A Design Guide and Building Regulations 2010: Fire Safety Approved Document B Vol 1 - Dwellinghouses.

The submitted swept path for a fire tender also indicates that there would be the ability for other service vehicles e.g. delivery vehicles to enter the site, turn around and egress the site in forward gear.

The submitted TS states that refuse collection would be from the roadside on Randalls Ride in accordance with the arrangements for the existing dwellings. HCC Aa Highway Authority would not have an objection to this when taking into consideration the nature and status of the highway. Nevertheless the collection method would need to be confirmed as acceptable by Dacorum Borough Council (DBC) waste management.

Car Parking

The amended proposals includes the provision of 32 unallocated car parking spaces, which is in accordance with those levels outlined in DBC's Parking Standards Supplementary Planning Document (2020) of 32 unallocated spaces. The amended proposals include 6 car parking spaces accessed via Bowyers (compared to 4 in the previous version) The submitted TS states that the level of parking was agreed as part of the pre-application discussions with HCC, which is not strictly accurate as HCC's preapp response dated 02/07/2020 stated "HCC as Highway Authority would not have any particular objection to the proposed level of parking with one parking space per dwelling. Nevertheless DBC is the parking authority for the district and therefore would ultimately need to be satisfied with the proposed parking levels on site. Any lower level

of parking would also need to be provided taking into consideration to maximising other sustainable travel alternatives".

HCC as the Highway Authority's main concern would be any negative effect the proposal would have on the free and safe flow of traffic along the surrounding highways through any resulting on-street parking from the development. However it is unlikely that any effects would be significant enough to recommend refusal from a highways perspective. Nevertheless as previously stated, DBC as the parking and planning authority for the district would ultimately need to be satisfied with the level of parking.

A swept path analysis for a medium size car using some of the proposed spaces has been included as part of the TS (appendix B). The dimensions and layout of the parking areas is considered to be acceptable and in accordance with MfS and would enable vehicles to turn around on site and egress to the highway in forward gear.

HCC as Highway Authority would recommend the provision of an appropriate level of electric vehicle charging provision. At least 50% of all parking spaces would need to have an active charging point and all remaining spaces would need to have passive provision. This is to ensure that the proposals are in accordance with DBC's Parking Standards SPD, LTP4 and HCC's Sustainability Strategy.

Trip Generation & Distribution

A trip generation assessment has been included as part of the amended TS (Section 5), the details of which have been based on trip rate information from the TRICS database. This approach is considered to be acceptable by HCC as Highway Authority.

The number of vehicular trips associated with the proposed use are estimated to be 8 two way vehicle movements in the AM peak (a net increase of 4 when compared the existing use) and 17 two-way vehicle movements in the PM peak (a net increase of 10 when compared the existing use). Following assessment of these details, the impact on the operation of the surrounding highway network from the trip generation perspective would be considered to be acceptable and not a reason to recommend refusal from a highways perspective.

Sustainable Travel & Accessibility

The application site is located approximately 400m to 1 mile (1.6km) from Hemel Hempstead town centre / old High Street. Therefore the location is within an easy cycling distance and reasonable walking distance to local amenities and the town centre and there are existing

	<p>pedestrian footways on the surrounding highways to facilitate this. The nearest bus stops on Allandale and Cattsdell are within the normally maximum recommended walking distance of 400m and therefore within an acceptable walking distance from the site. These bus stops are served by services to the surrounding Hemel Hempstead area including the town centre and railway station.</p> <p>Hemel Hempstead Railway Station is located approximately 3.6km from the site, whilst longer than an acceptable walking distance would be a reasonable distance to be accessed via cycling and is also served by the bus services as referenced above.</p> <p>The proposals include the provision of 34 on-site sheltered cycle parking spaces. HCC as Highway Authority would be supportive of these provisions to promote and encourage cycling as a form of travel to and from the site. HCC as Highways would recommend that consideration be made to the fact that some parts of the internal access roads would essentially act as a shared access for vehicles, cyclists and pedestrians. Therefore appropriate signage, lighting and surfaces would be recommended within the site to reflect this.</p> <p>DBC has adopted the Community Infrastructure Levy (CIL) and therefore contributions towards local transports schemes as outlined in HCC's South West Herts Growth & Transport Plan would be sought via CIL if appropriate.</p> <p>Conclusion</p> <p>HCC as Highway Authority considers that the proposal would not have an unreasonable impact on the safety and operation of the surrounding highway. The applicant would need to enter into a Section 278 Agreement with HCC to cover the technical approval of the design, construction and implementation of the necessary highway and access works. Therefore HCC has no objections on highway grounds to the application, subject to the inclusion of the above planning conditions and informatives.</p>
<p>Crime Prevention Design Advisor</p>	<p>Physical Security (SBD)</p> <p>Communal door sets: Certificated to BS PAS 24: 2016, or LPS.1175 SR2 Access Control to block of flats: Audio Visual. Tradespersons release buttons are not permitted. Postal delivery for communal dwellings (flats): Communal post boxes within the communal entrances or through each door with post office being given a fob.</p>

	<p>Individual front entrance doors of flats Certificated to BS PAS 24:2016 Windows: Flats Ground floor windows and those easily accessible certificated to BS PAS 24:2016 or LPS 1175 French doors for balconies: Dwelling security lighting : Communal entrance hall, lobby, landings, corridors and stairwells, and all entrance/exit points. (Dusk to dawn lighting). Bollard lighting does not meet the requirement of the Secured by Design standard Bin / Bike stores : Bins must be secure doors certificated LPS1175 SR2 Car Park: It's good to see that car parking is being provided , however will this be managed by the management company as there is only one space per flat .</p>
<p>Lead Local Flood Authority (HCC)</p>	<p>Thank you for re-consulting us on the above application for the Demolition of existing bungalows, flats and garages. Construction of 2 no. apartment blocks comprising of 30 dwellings with associated car parking and landscaping. We note that no additional information has been submitted, therefore we maintain our position as stated in our letter 18 January 2021.</p>
<p>Thames Water</p>	<p>Waste Comments 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</p> <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</p>

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.

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 . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

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>.

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling

	<p>method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</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>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.</p> <p>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.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Having reviewed the planning application I am able to confirm that there is no objection to the proposed development, but that it will be necessary for the developer to demonstrate that the potential for land contamination to affect the proposed development has been considered and where it is present will be remediated.</p> <p>This is considered necessary because the application site is on land which has been previously developed and as such the possibility of ground contamination cannot be ruled out at this stage. This combined with the vulnerability of the proposed end use to the presence of any contamination means that the following planning conditions should be included if permission is granted. Please note condition 1 acknowledges existence of both an adequate phase 1 and 2 report.</p>

Contaminated Land Conditions:

Condition 1:

(a) The Local Planning Authority is of the opinion that the Preliminary Investigation Report (RSK Preliminary Risk Assessment 1921152-01(00) March 2020) and the Site Investigation Report (GEMCO Phase II Geo-Environmental Assessment 1797 R01: Issue 3 December 2020) indicate a reasonable need for remedial works to be carried out and so 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 has been submitted to and approved by the Local Planning Authority.

(b) 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.

Informative:

The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning

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

	<p>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. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments</p> <p>With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.</p>
<p>Hertfordshire Highways (HCC)</p>	<p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>1. A: Highway Improvements - Offsite (Design Approval)</p> <p>Notwithstanding the details indicated on the submitted drawings no on-site works above slab level shall commence until a detailed scheme for the necessary offsite highway improvement works as indicated on drawing number 19083wd2.01 have been submitted to and approved in writing by the Local Planning Authority. These works shall include:</p>

- o Works to create the bellmouth access onto Randalls Ride, with a kerb radii of 6m and tactile paving/pedestrian dropped kerbs on either side.
- o Works to create the VXO / dropped kerb on Randalls Ride to the 'southern' parking' area.
- o Tactile paving on either side of the existing bellmouth entrance into Bowyers,
- o Any works required through closing off the existing vehicle access from Bowyers and creation of the footway and vehicle crossover for the parking spaces on the southern side of Bowyers.

B: Highway Improvements - Offsite (Implementation / Construction)

Prior to the first use of the development hereby permitted the offsite highway improvement works referred to in Part A of this condition shall be completed in accordance with the approved details.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

2. Provision of Internal Access Roads, Parking & Servicing Areas

Prior to the first occupation of the development hereby permitted the proposed internal access roads, on-site car parking and turning area shall be laid out, demarcated, surfaced and drained in accordance with the approved plan(s) and retained thereafter available for that specific use.

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

3. Electric Vehicle (EV) Charging Points

Prior to the occupation of the development hereby permitted, at least 50% of all car parking spaces shall have an active EV charging point and all remaining spaces shall have passive EV provision.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

4. Construction Management Plan

No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements
- d. Construction and storage compounds (including areas designated for car parking, loading /unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste);
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

Highway Informatives

HCC recommends inclusion of the following highway informative / advisory note (AN) to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980:

AN) Extent of Highway: Information on obtaining the extent of public highway around the site can be obtained from the HCC website: www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx

AN) Agreement with Highway Authority: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway

Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

Comments / Analysis

The proposal comprises of demolishing the existing dwellings and construct 30 new dwellings and associated works on land at Randalls Ride, Hemel Hempstead. Randalls Ride is designated as an unclassified local access road, subject to a speed limit of 30mph and is highway maintainable at public expense.

A Transport Statement (TS) and Design & Access Statement has been submitted as part of the full application.

Access

There is an existing vehicle access into the site from Bowyers, which is proposed to be closed off. The proposed access arrangements are shown on submitted plan no. 19083wd2.01, which include one new bellmouth access on Randalls Ride with a kerb radii of 6m on either side and two new vehicle crossovers (VXOs)/dropped kerbs (one on Randalls Ride and one on Bowyers). Both of the vehicle accesses from Randalls Ride would be wide enough to enable two cars to safely pass one another and prevent vehicles from waiting on the adjacent highway.

The levels of available vehicular to vehicular visibility (2.4m by 43m) at the proposed vehicle accesses as illustrated in appendix D of the TS are acceptable and in accordance with Roads in Hertfordshire: Highway Design Guide and Manual for Streets (MfS). The proposed vehicle access arrangements and site plan are considered to be acceptable by HCC as Highway Authority.

There are existing highway pedestrian footways on either side of Randalls Ride and on the north side of Bowyers and public footpath Hemel Hempstead 042 runs adjacent to the south-east boundary of the site. The proposed site plan retains the pedestrian footpath through the site which provides a link between Randalls Ride and Grover Close and proposes a 1.5m wide footway on the southern side of Bowyers, both of which HCC as Highway Authority is supportive of to maximise accessibility and permeability and ensure that the proposals are in

accordance with Hertfordshire's Local Transport Plan (LTP4) and NPPF. In order for the proposals to provide acceptable pedestrian access, tactile paving and pedestrian dropped kerbs would need to be provided on either side of the proposed bellmouth access and at the existing bellmouth access into Bowyers.

The developer would need to put in place a permanent arrangement for long term maintenance. At the entrance of the development, the road name plate would need to indicate that it is a private site to inform purchasers of their future maintenance liabilities. The proposed development would need to make adequate provision for drainage on site to ensure that surface water is disposed of on site and does not discharge onto the highway.

Section 278 Highway Works

The applicant would need to enter into a Section 278 Agreement with HCC as Highway Authority in relation to the approval of the design and implementation of the works that would be needed on highway land including:

- o Works to create the bellmouth access onto Randalls Ride, with a kerb radii of 6m and tactile paving/pedestrian dropped kerbs on either side.
- o Works to create the VXO / dropped kerb on Randalls Ride to the 'southern' parking' area.
- o Tactile paving on either side of the existing bellmouth entrance into Bowyers, laid out in accordance with standards laid out in Guidance on the use of Tactile Paving Surfaces.
- o Any works required through closing off the existing vehicle access from Bowyers and creation of the footway and vehicle crossover for the parking spaces on the southern side of Bowyers.

Prior to applying to enter into a Section 278 Agreement with the Highway Authority, the applicant would need to obtain an extent of highway plan to clarify the works which would be within the existing highway. A Stage One Road Safety Audit and Designers Response would also need to be submitted as part of the s278 process. Please see the above conditions and informatives.

Service and Emergency Vehicle Access

A swept path analysis for a fire tender has been submitted as part of the TS (appendix E) illustrating a fire tender entering the site and turning around and egressing to the highway in forward gear, the details of which are considered to be acceptable by HCC as Highway Authority. Nevertheless following consideration of the size of the development,

details of the proposals have been passed to Herts Fire & Rescue for attention and for any comments which they may have. This is to ensure that the proposals are in accordance with guidelines as outlined in MfS, Roads in Hertfordshire; A Design Guide and Building Regulations 2010: Fire Safety Approved Document B Vol 1 - Dwellinghouses.

The submitted swept path for a fire tender also indicates that there would be the ability for other service vehicles e.g. delivery vehicles to enter the site, turn around and egress the site in forward gear.

The submitted TS states that refuse collection would be from the roadside on Randalls Ride in accordance with the arrangements for the existing dwellings. HCC Aa Highway Authority would not have an objection to this when taking into consideration the nature and status of the highway. Nevertheless the collection method would need to be confirmed as acceptable by Dacorum Borough Council (DBC) waste management.

Car Parking

The proposal includes the provision of 30 unallocated car parking spaces, which equates to one space per dwelling. The level is slightly lower than those levels outlined in DBC's Parking Standards Supplementary Planning Document (2020) of 32 unallocated spaces. The submitted TS states that the level of parking was agreed as part of the pre-application discussions with HCC, which is not strictly accurate as HCC's preapp response dated 02/07/2020 stated "HCC as Highway Authority would not have any particular objection to the proposed level of parking with one parking space per dwelling. Nevertheless DBC is the parking authority for the district and therefore would ultimately need to be satisfied with the proposed parking levels on site. Any lower level of parking would also need to be provided taking into consideration to maximising other sustainable travel alternatives".

HCC as the Highway Authority's main concern would be any negative effect the proposal would have on the free and safe flow of traffic along the surrounding highways through any resulting on-street parking from the development. However it is unlikely that any effects would be significant enough to recommend refusal from a highways perspective. Nevertheless as previously stated, DBC as the parking and planning authority for the district would ultimately need to be satisfied with the level of parking.

A swept path analysis for a medium size car using some of the proposed parking spaces has been included as part of the TS (drawing no.s 1000.0008.003 B). The dimensions and layout of the parking areas is considered to be acceptable and in accordance with MfS and would

enable vehicles to turn around on site and egress to the highway in forward gear.

HCC as Highway Authority would recommend the provision of an appropriate level of electric vehicle (EV) charging provision. At least 50% of all parking spaces would need to have an active EV charging point and all remaining spaces would need to have passive provision. This is to ensure that the proposals are in accordance with DBC's Parking Standards SPD, LTP4 and HCC's Sustainability Strategy.

Trip Generation & Distribution

A trip generation assessment has been included as part of the TS (Section 5), the details of which have been based on trip rate information from the TRICS database. This approach is considered to be acceptable by HCC as Highway Authority.

The number of vehicular trips associated with the proposed use are estimated to be 8 two-way vehicle movements in the AM peak (a net increase of 4 when compared the existing use) and 13 two-way vehicle movements in the PM peak (a net increase of 10 when compared the existing use). Following assessment of these details, the impact on the operation of the surrounding highway network from the trip generation perspective would be considered to be acceptable and not a reason to recommend refusal from a highways perspective.

Sustainable Travel & Accessibility

The application site is located approximately 400m to 1 mile (1.6km) from Hemel Hempstead town centre / old High Street. Therefore the location is within an easy cycling distance and reasonable walking distance to local amenities and the town centre and there are existing pedestrian footways on the surrounding highways to facilitate this.

The nearest bus stops on Allandale and Catts dell are within the normally maximum recommended walking distance of 400m and therefore within an acceptable walking distance from the site. These bus stops are served by services to the surrounding Hemel Hempstead area including the town centre and railway station. Hemel Hempstead Railway Station is located approximately 3.6km from the site, whilst longer than an acceptable walking distance would be a reasonable distance to be accessed via cycling and is also served by the bus services as referenced above.

The proposals include the provision of 32 on-site sheltered cycle parking spaces. HCC as Highway Authority would be supportive of these provisions to promote and encourage cycling as a form of travel

	<p>to and from the site. Consideration should be made to the fact that some parts of the internal access roads would essentially act as a shared access for vehicles, cyclists and pedestrians. Therefore appropriate signage, lighting and surfaces would be recommended within the site to reflect this.</p> <p>DBC has adopted the Community Infrastructure Levy (CIL) and therefore contributions towards local transports schemes as outlined in HCC's South West Herts Growth & Transport Plan would be sought via CIL if appropriate.</p> <p>Conclusion</p> <p>HCC as Highway Authority considers that the proposal would not have an unreasonable impact on the safety and operation of the surrounding highway. The applicant would need to enter into a Section 278 Agreement with HCC to cover the technical approval of the design, construction and implementation of the necessary highway and access works. Therefore HCC has no objections on highway grounds to the application, subject to the inclusion of the above planning conditions and informatives.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>No objection on noise or air quality grounds.</p>
<p>Lead Local Flood Authority (HCC)</p>	<p>Thank you for consulting us on the above application for the Demolition of existing bungalows, flats and garages. Construction of 2 no. apartment blocks comprising of 30 dwellings with associated car parking and landscaping.</p> <p>We have reviewed the following documents submitted in support of the above application;</p> <ul style="list-style-type: none"> - Flood Risk Assessment reference M03001-05_FR01 dated October 2020 prepared by McCloy Consulting - Drainage Strategy reference M03001-05_DG01 dated December 2020 prepared by McCloy Consulting <p>Following the review of the Environment Agency maps for surface water flood risk, the proposed development itself is at a predicted low risk of flooding from surface water however the EA Risk of Flooding from Surface Water Extent map indicates 1 isolated area of low risk from surface water flooding. We do not have any records of flooding in this location.</p>

We note that the existing flood risk to the site has been assessed and has shown that the flooding within the site the flooding predicted by EA RoFSW is as a result of a shallow depression with a small upstream catchment of c. 750 sq m. Flow routing would continue to a depression coinciding with the western site boundary. The risk to the site is deemed insignificant and shallow depression flooding will be negated by reprofiling of the ground.

Infiltration testing has been carried out onsite however the rates are shown to be variable therefore it is proposed not to infiltrate at the site. We note that there no watercourses within the vicinity of the site however there is Thames Water surface water sewer located in Randall's Rise. A pre-development enquiry has been submitted to Thames Water and have agreed a discharge rate of 2l/s into their network.

The drainage strategy for new development comprises of permeable paving for car parking areas with an outflow into the proposed network. A detention basin is proposed in southern landscaped area of the site to be used as an offline storage area. The site will drain to below ground attenuation tank 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 M03001-05_FR01 dated October 2020 prepared by McCloy Consulting and Drainage Strategy reference M03001- 05_DG01 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

	<p>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.</p> <p>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.</p> <p>6. Maintenance and management plan for the SuDS features</p> <p>Reason</p> <p>To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site</p> <p>Informative to the LPA</p> <p>Please note if the LPA decide to grant planning permission, we wished to be notified for our records should there be any subsequent surface water flooding that we may be required to investigate as a result of the new development.</p>
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
68	11	1	10	0

Neighbour Responses

Address	Comments
7 Randalls Ride Hemel Hempstead Hertfordshire HP2 5AQ	<p>Re: Planning Application 20/03938/MFA (16-34 Randall's Ride HP2 5AQ)</p> <p>I am writing to provide comments regarding the above planning application for 30 residences opposite my home. Whilst I have sympathy for the requirements to provide new housing in Dacorum, I do have concerns regarding this proposed development. I have already expressed these in a previous email (dated 13 Dec 2020) which was sent to Mr Ian Johnson prior to submission of this planning application.</p> <p>As the proposal plans to construct a three storey development immediately in front of my home, my core concerns are as follows:</p> <ol style="list-style-type: none"> 1. Loss of light and overshadowing of my home 2. Loss of privacy and being overlooked and visual intrusion

3. Loss of/increased requirements for parking
4. Increased noise from a higher density of domestic use
5. Impact of the noise and disruption during construction

Loss of light and overshadowing of my home

At present the light our home receives natural daylight to the front of our home in the afternoon and evening (South Westerly facing). This allows us to utilise this light in the early evening and we do not have to put the lights on in our main living space until late evening. In the winter, as daylight hours are shorter we particularly appreciate having natural daylight entering our home for as long as possible. Having suffered from mental stress and anxiety in the past I am particularly affected by the deprivation of natural light. Indeed this was a key consideration when we purchased our home 9 years ago.

In addition we are now concerned that any plans that we may have had for the installation of solar panels to provide energy to our home might be compromised as a result of such a tall building blocking light.

In the proposed site section 3 the drawings indicate a sun angle of 25 Degrees. During winter months the sun has a 20 degree angle and therefore the information provided on the drawings is misleading and inaccurate.

Loss of privacy and being overlooked and visual intrusion

Having looked at the visuals provided, it appears that there will be up to 10 windows/up to 4 residences that will be able to see directly into our master bedroom and my daughter's bedroom. This feels like a significant intrusion to my family's privacy, and something that we deliberately sought to avoid when we were buying our home. This will cause my family and myself significant stress and anxiety which will be unavoidable. We will no longer have an escape from the outside world.

Incidentally, the related planning application for (100080701972) the apartment block at No 16 Randalls took into consideration the loss of light, overshadowing and loss of privacy before its construction. The residences immediately in front of 16 Randalls Ride are Bungalows with windows facing away from No 16 and therefore no comments or concerns were raised during the application process. This is not the case for the proposed planning application (20/03938/MFA).

Parking Issues

The proposal we have received only provides 1 parking space per new home. Whilst it may be aspirational to think that the new residents will have a maximum of one car per household, it is highly likely that this will not be the case. If a significant number of the new residents have 2 or even 3 cars there will be a parking problem. Randall's Ride has already seen a rise in demand for parking with limited street parking space. This is partly due to the high rise apartment blocks on Grover Close, and the lack of parking in Clarendon Close.

Many of the residents on Randall's Ride use the garages on Bowyers to store their cars, and with the removal of the garages they will be forced to find alternative arrangements. There does not seem to be any proposal for the provision of parking for those about to lose their garage. This means that either those residents will have to wait to see if they can apply for a garage that is further away from their home, park on the street or apply and pay for the construction of a driveway at the

front of their home. Residents further up the Randall's Ride (even numbers) do not have deep enough gardens to do this. Therefore they will struggle to find parking on the street.

Increased noise from a higher density of domestic use

With us all needing to stay at home much more than usual, and us working from home as well our homes are having to adapt to a new 'normal'. During lockdown, particularly during summer the noise levels in our neighbourhood increased significantly. On several evenings noisy parties and BBQs were frequent. I do not know if our new residents will be likely to hold loud parties or be disruptive, but being in such close proximity to our bedroom windows is a concern.

With such a high density of housing in such a small space (over double the number of residences currently on this particular section of Randall's Ride) there will inevitably be an increase in activity and therefore noise from this development.

Impact of the noise and disruption during construction

There will undoubtedly be significant disruption whilst this development is being built. My husband and I are both working from home at present (this is likely to continue either on a permanent or part-time basis). Therefore the noise is going to make working from home particularly difficult, especially when conducting on-line meetings.

Having heavy plant equipment requiring access to the site will also cause additional pressures on parking and access for existing residents.

Finally, I have some general concerns regarding the overall density and layout of the planned development. The provided document lists the "housing scheme (is) designed to improve the health and well-being of families in the community". Whilst providing high quality and affordable housing is and should be a key focus for the Council; I would argue that trying to accommodate 30 families into such a small space does not take into consideration the health and well-being of families either moving into the new development OR those already resident on Randalls Ride and Bowyers. Families need housing that can allow them to settle and feel part of their community. 1-2 bedroom apartments will struggle to accommodate families with more than one child, and run the risk of creating overcrowding. The recent pandemic has shown that families have a desperate need for outside space, fresh air and the capacity to allow their home to be multi-functional. Many of us now, live, work, teach, eat, sleep, recreate, exercise and relax within this space called 'home'.

I would therefore like the proposal/planning application be modified to:

- Reduce the height of the structure immediately facing numbers 5-15 Randalls Ride to 2 stories maximum
- Offer immediate alternative provision for those currently renting a garage
- Consider the true requirements of parking, and adequate provision within the footprint of the intended development be provided
- Instead of providing 1-2 bedroom apartments, a smaller number of residences, with outside personal garden space to a max of 2 stories

	<p>be presented</p> <p>This would address many of the concerns that myself, my husband, family and neighbours have regarding this planning application.</p> <p>I appreciate that Dacorum Borough Council is trying to provide housing for those living within the borough, however I also believe that the quality of the housing in conjunction with the consideration for those who are already resident directly impacts the health and well-being of all. Badly considered and thought out housing can, and has demonstrated to have a direct impact on the social structure of a neighbourhood. Compromising density for quality must be a top priority for those responsible for planning.</p>
<p>11 Baylie Court Hemel Hempstead Hertfordshire HP2 5XF</p>	<p>The proposed properties will have a direct sight line to my home and will significantly impact on our privacy. I am registering my opposition to these plans and I also believe if built will impact on my human rights in regards to privacy and will have negative impact on my mental health</p>
<p>24 Allandale Hemel Hempstead Hertfordshire HP2 5AF</p>	<p>In addition to my earlier comments re the loss of significant parking in Bowyers and at rear of Allandale with no consideration where the people who use these parking areas will park , coupled with the obvious insufficient and "likely to be For residents only" parking for the 30 new flats , I would ask why parking considerations are being considered with regard to new properties , but the parking for long standing residents of Dacorum are not being considered !</p> <p>The parking bays behind the properties at 24 to 30 Allandale were clearly built for the use of the residents in these 4 properties which comprises 10 bedrooms - as they have nowhere else to park and no option to park in front of their houses due to being on the corner of Allandale opposite Chapel Street.</p> <p>I will also engage Mike Penning who campaigned for and was successful in getting parking bays at front of 32 Allandale onwards - recognising the challenges we have for parking and the obvious solution is to ensure the bays at rear of Allandale (down Bowyers) are assigned to these residents only to avoid the overflow from the flat residents who will have their own allocated parking.</p> <p>I object to this proposal primarily on the grounds of potential parking issues and loss of the only option the residents in 24 to 30 Allandale will lose as a result of :</p> <ol style="list-style-type: none"> 1) Loss of 22 existing parking areas (3 bays in Bowyers and 19 garages) - which will require the users of these to identify additional parking spaces - Randall's Ride is not and will not be an option as us already fully occupied by parking on one side and not wide enough for parking on the other side 2) 10 years ago - latest data held the average vehicles per household in Dacorum was 1.39 with 37.62% having 2+ vehicles - thus will no doubt have increased in the last 10 years 3) The residents of 24 to 30 Allandale have no alternative parking options and cannot park outside the front of their houses due to grass verge and being on dangerous corner 4) The proposed 30 flats will have 51 residents when fully occupied (18

	<p>x 1 bedroom, 3 x 2 bedroom and 9 x 3 bedroom) but only 30 parking spaces - when 10 years ago the average vehicle per household was 1.39 = 41.7 .. and that is before any visitors are taken into account.</p> <p>5) More people are working from home during the pandemic and this will continue on a semi permanent basis going forward.</p> <p>The proposal is noted but severe concerns for parking issues - given the current residents in Arandale and Bowyers / Randall's ride will no doubt not be allowed to park in the 30 new bays , but these residents will be allowed to park elsewhere !!</p> <p>I would request that consideration is given to the 7 parking bays behind the houses in Allandale - our only realistic option fir parking - to become residents only parking - allocated to the 2 x 3 bed and 2 x 2 bed houses for which they are already fully occupied by 7 vehicles from these residents</p> <p>Extra parking was provided outside the front of houses in 32 Allandale onwards by bus stop but always fully occupied</p> <p>Parking consideration - dedicated allocated spaces for the long standing residents of bowyers and Allandale should be taken into account as we gave no alternative spaces for parking and will not be allowed to park in the spaces fir the new flats but they and their visitors will be allowed to park in the spaces we currently use .</p>
<p>14 Randalls Ride Hemel Hempstead Hertfordshire HP2 5AQ</p>	<p>I strongly object. The planned properties will be right next to my home. It will overlook my back garden and remove all privacy and lighting and with small children I want to ensure they feel safe always including if playing in the back garden. We already lost alot of this when building was done on grover Close, so please do not make the homes around us loose even more sunlight and take even more of our privacy away.</p> <p>I also worry about the extra amount of cars driving up and down the narrow road and the extra strain it will add to the lack of parking already available for current residents. There are also a few elderly residents, or ones with substantial health issues and I myself have major ear health troubles, I've had 3 major surgeries on them with more to come so do not need the added pressure and noise levels caused by the construction of these properties which could result in further long term damage.</p>
<p>6 Bowyers Hemel Hempstead Hertfordshire HP2 5AG</p>	<p>As we have 3 allocated parking spaces that were for the use of 2-6Bowyers and I understand now with your plans we will loose these spaces where are we meant to park our cars most property have access to more than 1 car and only making 30 spaces for 30 new homes while also taking our spaces away is very inadequate only alternative I would have as Bowyers is such a narrow road would be to convert my front garden into parking bay at great cost to me why should I be out of pocket because you want to build homes with no realistic thought to the problems you are creating for resident of the area</p>
<p>7 Baylie Court</p>	<p>We strongly object to the development as we believe it will greatly</p>

<p>Hemel Hempstead Hertfordshire HP2 5XF</p>	<p>overlook our property and pose huge potential for visual intrusion.</p> <p>It will block sunlight and also will lead to a loss of privacy and visual intrusion both in our garden and in our lounge and bedrooms to the rear of the house.</p> <p>In general, we strongly dislike and object to the proposal of 3 storey blocks of flats so very close to our boundary. These will make our garden and property feel extremely enclosed and will lead to preventing an enjoyment of our outside space causing stressed living conditions and unsettled mental state.</p> <p>Could consideration be made to place car parking at the edge of our boundary rather than dwellings ?</p>
<p>34 Randalls Ride Hemel Hempstead Hertfordshire HP2 5AQ</p>	<p>I'm currently a resident in one of the properties due to be demolished and have been living here for over a decade now. So far, the only communication as to what's likely to happen to me and my living situation is a line in the plan about how "current residents will be resituated". I very much get the impression that it's happening regardless of objections all the same. So ignoring my apparent impending homelessness...</p> <p>I have great concerns about transport and parking during the construction phase and after. The current area is lacking in parking as it stands, with roads all around this area frequently seeing rows of cars straddling pavements and roads. As a wheelchair user, it is almost impossible to navigate around this area before this construction begins. With the schools in the area and the park, plenty of children are required to cross roads between parked cars unsafely, and that's only going to increase as the construction traffic sets in.</p> <p>At present, lots of children use the thoroughfare in Randalls Ride to access schools, parks, and shops. What's going to happen to them during construction? The accessibility without this pathway makes the same journey for pedestrians, wheelchair users, and pushchairs become much more difficult.</p> <p>After the development is complete, insufficient parking is going to be a huge issue. The complex on Grove Close demonstrates this - despite the underground car park provision, the road and surrounding areas are covered in dumped cars on a regular basis. As a wheelchair user, I have to go up and down this road - and several others in the area - on the roads, as there is not adequate parking.</p> <p>Dacorum has, on average 1.39 cars per household - higher than the national and county average. Yet, knowing this the plans state that 30 parking spaces are to be provided. Your own (outdated and insubstantial figures) show that 32 spaces should be included. Mention is made of the surrounding roads on which cars can park. However, it ignores the fact that given the huge number of properties in the area with inadequate parking (a mix of those built before car ownership was as high, and subsequent planning that failed to accommodate sufficiently) these roads are often dangerously full. The roads are not wide enough to allow parking and two-way traffic which causes risks</p>

	<p>everyone involved, nor is it currently safe for children and wheelchair users at present, before adding far more parking demand.</p>
<p>Dacorum Borough Council, Cupid Green Depot Redbourn Road Hemel Hempstead hp2 7ba</p>	<p>30 flats will require 5x1100ltr eurobins for general waste, the same again for recycling and 5x140ltr wheeled bins for food waste. If each block has its own waste storage then that should house enough bins for that block at a ratio of 1 if each receptacle per 6 flats.</p> <p>There should be no steps between the storage area and the collection vehicle which is typically a 26ton rigid freighter and consideration should be given to its manoeuvrability and the vehicle requires level ground to service bins and there should be no steep gradients.</p>