

ITEM NUMBER:

20/03735/FUL	Demolition of 10 residential garages and construction of 4 new dwellings.	
Site Address:	Garages At Sempill Road (East) Hemel Hempstead Hertfordshire	
Applicant/Agent:	Mr Ian Johnson	Mr Ian Morrison
Case Officer:	Martin Stickleby	
Parish/Ward:	Hemel Hempstead (No Parish)	Bennetts End
Referral to Committee:	Dacorum Borough Council is the land owner	

1. RECOMMENDATION

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

2. SUMMARY

2.1 The application site is located within the residential area of Hemel Hempstead. It is not an allocated housing site and is therefore considered a 'windfall site'. Dacorum Borough Council's Core Strategy (2013) directs residential development to the towns and established residential areas, indicating that Hemel Hempstead will be the focus for new homes, jobs and infrastructure (see Paragraph 1.10 and Policy CS4).

2.2 Four new maisonettes are proposed on land currently occupied by a terrace of ten domestic garages. The garages serve nearby residents but due to their limited sizes, they are generally not fit for modern vehicles. Records indicate that of the ten garages, nine are being rented and one is void.

2.3 This application offers Dacorum Borough Council, as a provider of housing, with the opportunity to meet its own objective of providing high quality affordable housing. The scheme would also help to improve the local environment and security through new landscaping and increased natural surveillance.

2.4 The Council's affordable housing studies have identified affordability as a key issue for young people. The provision of four affordable flats for local people is therefore considered a significant benefit of this application. As such, and given that the development would be located in a sustainable location (being close to local facilities and public transport), the proposal is considered to comply with Policies CS1, CS4, CS17, CS18 and CS19 of the Core Strategy, saved Policy 10 of the Dacorum Borough Local Plan (2004) and the National Planning Policy Framework (the 'Framework').

3. SITE DESCRIPTION

3.1 The application site relates to a block of single-storey, flat roofed garages on the north-eastern end of Sempill Road, Hemel Hempstead. The site is raised from the road behind a retaining wall and a grassed amenity area. Low level metal fencing separates the amenity area from the garage forecourt. To the south-east of the site lies a larger amenity area. The site is circa 0.13ha and is accessed via an access road opposite 103-104 Sempill Road. An access road to another set of garages is directly north-east of the site. The site is set on land on the north-eastern side of the Gade Valley, meaning that the landscape rises as you move north.

3.2 The site is around one mile from Hemel Hempstead town centre and lies within the Crabtree Character Area (HCA17), an area characterised by a mixture of dwelling types that are mostly two-storeys in height. Sempill Road encompasses an original 1960s development of terraced properties at its core but later developments have brought detached and semi-detached units to its periphery.

4. PROPOSAL

4.1 Planning permission is sought for the demolition of 10 garages and the construction of four 1-bedroom maisonettes with associated parking areas and amenity areas. The development is comprised of four flats in a building resembling a pair of semi-detached units. Two flats would be situated on the ground-floors and two flats would be on the upper floors. The building would be two-storey in height. This application forms part of a Planning Performance Agreement (PPA) that encompasses seven garage sites across the Borough.

5. PLANNING HISTORY

Planning Applications (If Any):

None.

6. CONSTRAINTS

CIL Zone: CIL3

Former Land Use (Risk Zone):

Heathrow Safeguarding Zone: LHR Wind Turbine

Parish: Hemel Hempstead Non-Parish

RAF Halton and Chenies Zone: Yellow (45.7m)

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

Residential Character Area: HCA17

Parking Standards: New Zone 3

Town: Hemel Hempstead

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

National Policy Guidance (2019)

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

Dacorum's Core Strategy (2006-2031)

NP1- Supporting Development

CS1 - Distribution of Development

CS2 - Selection of Development Sites

CS4 - The Towns and Large Villages

CS8 - Sustainable Transport

CS9 - Management of Roads

CS11 - Quality of Neighbourhood Design

CS12 - Quality of Site Design

CS17- New Housing

CS18 - Mix of Housing
CS19 - Affordable Housing
CS26 - Green Infrastructure
CS29- Sustainable Design and Construction
CS31 - Water Management
CS32 - Air, Soil and Water Quality
CS35 - Infrastructure and Developer Contributions

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

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

Supplementary Planning Guidance/Documents

Area Based Policies: HCA17 (Crabtree) (May 2004)
Manual for Streets (2010)
Planning Obligations (April 2011)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)
Affordable Housing (January 2013)
Parking Standards (November 2020)

9. CONSIDERATIONS

Main Issues

9.1 The key considerations relating to this application include:

- The principle of development;
- The impact on parking and the local road network;
- The quality of residential development and impact on visual amenity;
- The impact on living conditions of existing and future residents; and
- Any other material planning considerations.

The Principle of Development

9.2 The application site is considered a windfall site within the urban area of Hemel Hempstead. Saved Policy 10 encourages the effective and efficient use of urban land. The Core Strategy encourages residential development in the towns and established residential areas (see Policy CS4). HCA17 (Crabtree) highlights that infilling and the redevelopment of certain non-residential sites may be acceptable according to the development principles (see Para. 9.27).

9.3 The proposal would make a contribution towards meeting the Borough's identified affordable housing need of 366 homes per annum, as acknowledged by the Council's Strategic Housing Market Assessment (SHMA) (table 2, executive summary). Of the four proposed units, all four would

be affordable. As such, and given that the development would be located in a sustainable location, the proposal is considered to comply with Policies CS1, CS4, CS17, CS18 and CS19. Considering this, there is no compelling objection to the principle of development.

The Impact on Parking and the Local Road Network

Parking Provision

9.4 Policy CS12 seeks to ensure developments have sufficient parking provision. The Framework states that when setting local parking standards, authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport, local car ownership levels and the overall need to reduce the use of high emission vehicles.

9.5 The recently introduced Parking Standards (2020) Supplementary Planning Document (SPD) provides policy guidance for the amount of parking provision required for new developments. It highlights the following, per residential unit, in this area:

1 bedroom dwellings – 1.25 allocated spaces or 1 unallocated spaces

9.6 The standards indicate a requirement of four unallocated spaces for the proposals. The proposed layout provides four unallocated spaces. As such, the on-site parking provision is policy compliant.

9.7 The SPD requires the provision of electric vehicle (EV) charging points within new residential developments. It recommends that 50% are active i.e. can readily be used and 50% are passive i.e. can be connected in the future. The Proposed Site Plan (DBC-IW-SEE-00-DR-A-0100 Revision P1) includes 50% 'AEV' bays (active electric vehicle charging) and 50% 'PEV' bays (passive charging). Therefore, a policy compliant level of EV charging points would be provided. If the application is approved, the EV points would be conditioned to be provided prior to occupation.

9.8 This application was accompanied by a planning application for another garage redevelopment on the western side of Sempill Road (see 20/03734/FUL). This scheme involves the removal of 36 garages and the construction of six dwellinghouses. It has not yet been determined. Whilst both proposals would meet and exceed the off-street parking requirements for developments of their size, a significant number of resident objections have been received regarding on-street parking, the existing road network conditions and loss of the garage blocks. These points will now be disused.

On-Street Parking, Road Network and Loss of Garages

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

9.10 As mentioned previously, there have been a large number of objections relating to inadequate on-street parking, congestion and highway safety. Residents have highlighted the difficulty in parking near their homes and that the road is overcrowded. A large proportion of the terraced properties in the centre of Sempill Road do not benefit from off-street parking provision. As such, residents rely on shared parking bays and the surrounding residential streets. Many of the residents have identified that larger vehicles often 'overspill' from the parking bays and result in safety issues and the loss of two spaces.

9.11 Following receipt of the objection letters, the Applicant (Dacorum's Housing Development Team) was contacted. A Parking Stress Survey was submitted to help assess the existing situation

and potential consequences of the proposed development. The Survey, undertaken by Mayer Brown, was based on the Parking Standards SPD's survey criteria.

9.12 The Survey highlighted that garages must measure at least 6m x 3m to be considered large enough for modern vehicles, as per the 'Roads in Hertfordshire: Highway Design Guide'. The Parking Standards SPD echoes this, highlighting that if garages are not this size, they will not be counted as part of the parking provision to meet parking standards. This is to ensure that there is adequate room to park the vehicle, open the doors and exit the garage. The existing garages measure approximately 5.2m x 2.9m and have door widths of around 2.25m. As such, the existing garages are considered unsuitable for most modern vehicles, bar motorcycles.

9.13 Taking the above into account it is unlikely that all of the garages are being used to store vehicles. Irrespective of this, the Survey assumes a worst-case scenario and that each garage lost would result in one displaced vehicle. A car ownership exercise was also undertaken to identify the level of likely car ownership for the proposed residential units. This was based on national census data (2011) specifically for the area within which the site lies. Trip End Model Presentation Programme (TEMPro) was then used to increase the 2011 car ownership figures to expected 2021 levels to ensure that the assessment would be as accurate as possible. The full car ownership calculations are provided in Appendix A of the Survey.

9.14 The car ownership statistics revealed that rented flats in this area are expected, on average, to have 0.36 cars per property. Therefore, for the proposed development of four private flats, two cars may be owned across the four dwellings (rounded to the nearest whole car). As the proposals include four unallocated spaces, this creates the potential for two spaces to be used by visitors, if needed. It is therefore unlikely that the proposal would result in a significant number of vehicles associated with the proposed unit being parking on-street at any time.

9.15 Mayer Brown commissioned 360TSL Traffic Data Collection to carry out a Parking Survey for both of the Sempill Road applications (20/03734/FUL and 20/03735/FUL). The methodology used was in accordance with the Parking Standards SPD, Appendix C: On-Street Parking Survey Stress Specification. This requires all roads within 200 metres walking distance to be surveyed. As the sites are approximately 300m from each other, surveys up to 400m from a central point between them were undertaken to avoid any double counting of spare capacity. As per the SPD, the survey only counted parking bays of at least 5m x 2.5m to qualify as parking spaces.

9.16 The Parking Survey was undertaken between the hours of 00:30-05:30 on two separate weekday nights, as this is considered the time that most residents are likely to be at home. The surveys were undertaken on Tuesday 16th March 2021 at 00:30 and Wednesday 17th March at 00:30. The Survey provides a map of the area surveyed and full survey results (see Appendix B: Survey Data in Mayer Brown report). The table below illustrates the average parking stress on the roads within 400m walking distance of the central point between the sites, across the two surveys.

Street Name	Total Spaces	Occupied Spaces	Empty Spaces	Stress
Sempill Road	131	119	12	91%
Ivory Court	17	12	6	68%
St Albans Hill	35	22	13	63%
Leys Road	29	18	12	60%
Risedale Road	13	11	3	81%
Newell Road	19	15	4	79%
Katherine Close	4	3	1	75%

Royal Court	12	10	3	79%
Total	260	208	52	80%

Figure 1. Parking Survey Results

9.17 The results indicate that within a 400m walking distance of the central point, the average parking stress is 80% with a total of 52 vacant parking spaces overnight. The parking stress for Sempill Road alone was 91%.

9.18 The Parking Survey states, when considering a worse-case scenario, up to 30 additional vehicles could be displaced from the garages. This postulates that everyone who rents a garage uses it to store a vehicle. If this were the case, the overall parking stress would increase to 92% for Sempill Road and the surrounding roads mentioned above. However, it is worth noting that this is an unlikely situation due to the limited garage sizes. The Survey notes that there are 16 garages currently vacant within close proximity to the site, including eight at Deaconsfield Road, three at Risedale Hill and five on Wheelers Lane. From checking the geographical information system, it appears that none of these sites have been subject to a planning application for redevelopment. One resident commented that one of the sites included in the Survey already had planning permission, however, this relates to a different site off Langley Drive (see 4/00932/19/FUL).

9.19 At this point it is worth noting that if this application is approved, Dacorum Borough Council's Garage Management Team would provide the appropriate notice to each garage tenant and offer all residents an alternative.

9.20 It appears that Sempill Road residents mainly park on the street, in shared parking bays or on private driveways. Some residents have highlighted that the garage forecourts are used for parking. However, these areas are not designated for parking, as parked vehicles may block access to the rented garages. Therefore, the garage forecourts were not been included within the Survey. From studying the existing and proposed site plans, it does not appear that the proposals would result in the loss of any on-street parking spaces.

9.21 Dacorum's Verge Hardening Team were contacted to determine whether there would be scope to enhance existing parking areas or provide further parking areas in the area. Some photographs highlighting potential areas were sent from the Housing Development Team. They responded with the following: *"There is nothing suitable in this area, as all of the amenity greens in-between houses are too small. One has access problems also but is too small. Trees & Woodlands (T&W) said no to removing the good trees on the amenity green outside numbers 1 to 9. Most of the bays marked on the drawings are in visual splays of resident's drives, some have been put over entrances to private garages and most of the verges indicated on the drawing have trees on which T&W have said no to removing these."* Efforts have been made to improve the existing situation on Sempill Road. However, it appears that there is no scope for additional parking areas, mainly due to highway safety issues and trees.

Summary

9.22 The development would provide sufficient off-street parking for the proposed maisonettes and meet the parking standards. The car ownership statistics identify that the future occupiers may only require two space and therefore the other two spaces could be used for visitors.

9.23 When considering the 30 rented garages across both (east and west) garage sites, the Survey indicates that the Sempill Road and the surrounding roads would be able to accommodate a worst-case scenario for vehicle displacement. This uses the methodology set out in the Parking Standards SPD.

9.24 The Survey demonstrates an average parking stress of 80% on streets up to 400m walking distance away from a central point between the two sites. If 30 additional vehicles were displaced onto local streets, the stress could increase to 92%. Neighbouring garage sites could potentially accommodate up to 16 displaced vehicles. However, it is unlikely that the garages are being used for vehicles when considering their limited size. The Survey concludes that both developments meet the on-site parking requirements, provide room for visitors and would have a minimal impact on the local highway as a result of vehicle displacement. Therefore, a refusal based on parking grounds would not be warranted.

9.25 Considering the large number of resident objections and parking stress results for Sempill Road, there is clearly an existing issue with parking here. The 1960s terraced units have no off-street parking and piecemeal developments around the area have increased the population in this area. This, combined with the increase in car ownership and larger commercial vehicles parking here, has put pressure on the road network.

9.26 The Framework, Para. 109 states that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Although there is an existing issue, it is not felt that a significant number of vehicles would be displaced from the existing garages or forecourts. If some are, there is scope for re-location within the vicinity. The proposed development would over provide on-site parking and no on-street parking spaces would be lost. Therefore, it is not considered that the proposed development would significantly impact highway safety. Hertfordshire County Council as the Highway Authority have assessed the highway impacts and raised no objection to the proposals, stating, *"The proposal would not have a severe residual impact on the safety and operation of the adjoining highway."* They have considered that the existing access and proposed layout appropriate in terms of highway safety and manoeuvrability for larger vehicles e.g. fire tender and refuse vehicles, subject to conditions. Taking all of the above into account, the proposal is deemed compliant with the Framework, Policies CS8, CS9 and saved Policy 51 in relation to parking and highway safety.

The Quality of Residential Development and Impact on Visual Amenity

9.27 The Core Strategy seeks to secure quality design and deliver housing at a high standard. It also aims to provide optimum densities in the right locations. Policies CS11 and CS12 require development to preserve attractive streetscapes, integrate with existing streetscape character and respect adjoining properties in terms of layout, security, site coverage, scale, height, bulk, materials and landscaping. Saved Appendix 3 of the Local Plan discusses the layout and design of residential areas and provides on-site specifics, such as acceptable garden sizes, spacing of dwellings and crime prevention measures. HCA17 (Crabtree), sets out a number of development principles for new housing in this area, including:

"Design: No special requirements.

Type: Semi-detached dwellings are encouraged. However, terraced and detached dwellings may be acceptable where these types respectively form the majority of nearby and adjacent development. Plots may be acceptable dependent on their scale, resultant appearance and compatibility with the street scene.

Height: Should not normally exceed two storeys.

Size: Medium sized buildings are acceptable and encouraged.

Layout: Dwellings should normally front the road and follow established formal building lines. Spacing in the medium range (2 m to 5 m) is expected.

Density: Development in the medium density range (30 to 35 dwellings/ha (net)) is acceptable.”

9.28 The proposed development is for four maisonettes, provided in a building that looks like a pair of semi-detached properties. The building would be constructed of red/brown brick, tiled roofs and grey windows. The drawings confirm that full material details are not yet decided and therefore, if this application is approved, details would be secured via condition.

9.29 Sempill Road exhibits a variety of different dwelling types and designs, and a range of sizes. Therefore, the design of the proposed units would not appear out-of-place or harmful to the existing streetscape. The overall scale and shape of the buildings would be similar to the surrounding residential properties. The ground-floor maisonettes would be provided with an area of outdoor amenity space and there is a large grassed amenity area to the south-east. The main living areas would be either dual or triple aspect, providing future occupiers with ample light. The designs include some additional design features such as chimneys, glazed tiles and brick detailing. These details would add some visual interest to the buildings.

9.30 Turning to layout, the proposed building would sit opposite the terrace comprising 55-59 Sempill Road and down from the detached units, 103 and 104 Sempill Road. Sufficient spacing has been maintained to ensure that the proposals do not look cramped within the context of the street. The building does not follow any specific building line, but it would not appear out-of-place within this urban area. The buildings would follow the topography and ‘step down’ the hill, similar to the existing terraces opposite.

9.31 The site would provide a density of 30 dwellings/ha, meeting the medium range of 30 to 35 (as per HCA17). The proposed density is therefore considered acceptable.

9.32 In light of the above, its proposals are considered to provide a high quality residential development that would satisfactorily integrate within the existing streetscape. The proposed buildings are considered as an improvement when compared to the existing flat roofed garages. The proposals are considered to comply with regards to the quality of residential development and the impacts on visual amenity.

The Impact on Living Conditions of Existing and Future Residents

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

Loss of Light / Visual Intrusion

9.34 The proposed properties would be situated some 30m from the properties on Wheelers Lane to the north. To the north-west, Nos. 103 and 104 Sempill Road are sited around 23m from the proposed northern flank wall. The terrace comprising 55-59 is 22.5m from the proposed façade and the properties on St Albans Hill, to the south-east, are over 35m away. Considering the separation distances between the existing and proposed properties, it is unlikely that there would be any breach of the 25-degree lines taken from the mid-points of the neighbouring ground-floor windows, even when considering the topography. The proposal is therefore considered acceptable in accordance with the Building Research Establishment’s report, ‘Site layout planning for daylight and sunlight: a guide to good practice’ (BR209). These separation distances also illustrate that the proposed dwellings would not be visually intrusive to the neighbouring properties. Some residents have highlighted that the proposed buildings would ruin their views over the valley. Considering the

change in level and size of the units, it is unlikely that the proposal would significantly obscure views. However, it should be noted that the right to a view is not considered as a material planning consideration. Taking the above into account, the proposal is found to comply with BRE guidance and Policy CS12 with regards to light and visual intrusion.

Overlooking / Loss of Privacy

9.35 Turning to the impacts on privacy, the separation distances highlighted above ensure that there are limited impacts on overlooking into neighbouring properties. The neighbours to the sides of the proposed properties are situated over 23m from the proposed flanks. Therefore, it is not felt that the flank windows warrant an obscure glazing condition, as the distances meet the guidance set out in saved Appendix 3 of the Local Plan. The neighbours directly opposite (55-59 Sempill Road) would have a new two-storey building constructed in front of them. The land level rises sharply and views into the first-floor windows of these properties is already achievable from public land. Whilst this should not be worsened by the proposals, considering the distances between the existing and proposed properties, it is not felt that the scheme significantly increase overlooking into these neighbouring properties. Considering this, it is not felt that the proposed properties would warrant a refusal on overlooking or loss of privacy.

Demolition / Construction

9.36 In terms of demolition and construction, if this application were approved, these aspects would be controlled by Dacorum's Environmental Protection Team. Various informatives would be added in relation to this (e.g. construction hours, etc.).

Summary

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

Other Material Planning Considerations

Impact on Trees

9.38 The proposal involves the removal of one English Oak tree. The submitted Arboricultural Report (ref: S235-J1-IA-1) identifies that this tree was recently planted and is 'not thriving'. The tree was given a 'U' category, which is defined as "*those in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years.*" Dacorum's Trees and Woodlands Department have raised no objections to the removal of this tree. The Proposed Site Plan demonstrates that two additional trees would be planted to compensate for the loss. Taking this into account, it is concluded that there would be a limited impact on vegetation in accordance with saved Policy 99, and two new semi-mature trees would be provided as per Policy CS29.

Landscaping

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

Ecology

9.40 An Ecological Survey and Bat Report has been submitted to the Local Planning Authority as part of the application submission. The report provides an adequate assessment of the impact of the proposals and is based on appropriate survey methods. The likelihood of an adverse ecological impact was found to be negligible-low. Hertfordshire County Council's Ecology Department have raised no objection but advised that a precautionary approach is taken. They also requested that informatives relating to birds and bats be added if consent is given.

9.41 The planning system should aim to deliver overall net gains for biodiversity where possible, as laid out in the Framework. As such, the County Ecologist requested that a 'Landscape and Ecological Management Plan' (LEMP) is secured by planning condition if approved. Simple measures to achieve this could be put forward in this plan, for example, the planting of native trees, fruit/nut trees, hedgerows; sowing of wildflower areas for pollinators and species diversity; provision of roosting opportunities through the integration of bat bricks/units within the design of the buildings; and the inclusion of bird boxes for common garden bird species and/or nest box terraces on buildings for swifts and house sparrows. This condition would be added, if approved, and could subsequently be monitored/signed off by the County Ecologist.

Loss of Amenity Land

9.42 The amenity land to the south of the garage block forms part of a quite attractive and extensive network of amenity areas, which together form part of the intrinsic character of the original 'New Town' neighbourhoods. This area of land has a positive contribution to the character and appearance of the local area. It is not felt that the loss of a small section of this land would significantly harm the prevailing character of the area or the townscape. However, as a small area is being lost, it must be outweighed by other planning gains. The affordable housing is one element, but it is also noted that benches, new and improved pathways and additional trees are being provided. These elements would contribute to enhancing local amenity. Furthermore, the provision of landscaping and ecological benefits captured through conditions would further add to this. As such, the loss of amenity land is considered acceptable.

Waste / Bin Storage

9.43 Developers are expected to provide adequate space and facilities for the separation, storage, collection and recycling of waste (see Dacorum's 'Refuse Storage Guidance Note'). The site plan indicates bin storage and a bin collection point for the properties. If the application is approved, the landscaping plan will capture full details of bin stores to make sure the bins are satisfactorily disguised from the public realm. Taking the above into account, no concerns are raised about refuse storage and collection.

Community Infrastructure Levy (CIL)

9.44 Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. The Charging Schedule clarifies that the site is in Zone 3 within which a current charge of £131.50 per square metre is applicable to this development.

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

Contamination

9.46 The Environmental and Community Protection Team have confirmed that they have no objection to the proposed development. However, it is judged that the recommendation for an

intrusive land contamination investigation is made. As such, it has been recommended that two conditions be included in the event that permission is granted.

Drainage

9.47 drainage strategy comprises of unlined permeable paving for car parking areas with an outflow into the proposed network. It is noted that surface water drainage calculations have been provided to support to scheme and ensure sufficient storage has been provided for the 1 in 100 year plus climate change event. As per the other garage redevelopment sites comprised within this PPA, if the application is approved it shall be subject to the inclusion of a final drainage scheme condition. The Lead Local Flood Authority would be consulted for comment on this.

Crime Prevention and Security

9.48 Hertfordshire County Council's Crime Prevention Design Advisor was consulted and has raised no objection. However, they suggested a number of recommendations to improve crime prevention and security on the site. These are listed in their consultation response in Appendix A. These were passed to the Applicant and they highlighted that *"Our landscaping design and Employers Requirements will address the comments from the Crime Prevention Officer. These will be included in the contract requirements."*

Sustainability

9.49 The development of Brownfield sites e.g. previously built upon, such as this, have a sustainable benefit as it results in a continuance of built development for each site thereby minimising the loss of Greenfield sites and consequential trees/habitat thereto.

9.50 The orientation of the dwellings has had consideration to the Dacorum Energy Efficiency and Conservation SPD. The properties are orientated towards the south-west to maximise access to afternoon sunlight. Windows are sized at 20% of habitable room footprints, to further reduce the demand for artificial lighting. The Applicant has confirmed that they *"will adopt a fabric first approach, with high levels of insulation, low levels of air leakage and systems to ensure controlled ventilation - all of which reduce the demand for mechanical heating and cooling."*

9.51 Furthermore, the Applicant has confirmed that the following measures will be implemented:

- All external planting will be native and will rely on natural precipitation only.
- Water saving devices will be specified e.g. low flush toilets.
- On site surface water disposal and attenuation measures have been considered and are included in the Drainage Strategy.
- The materials used in construction these will be of a low environmental impact over the full life cycle of the building.

9.52 The site would be subject to separate application for Building Regulations approval. These Regulations set out stringent statutory requirements for energy use and carbon emission targets, as defined by Part L1A: Conservation of Fuel and Power in New Dwellings.

9.53 In terms of construction, the Applicant has highlighted that the dwellings have been designed to be suited to elements of modern methods of construction and off-site manufacture, all of which contribute to reduced energy use in the construction phase. This can also reduce the site construction phase period.

9.54 It has been confirmed that during the construction phase of each site, the building contractor would be required to establish a Site Waste Management Plan in order to reduce, and enable the

recycling of, waste building materials. Further, it has been confirmed that the building contractor would also register each site under the Considerate Constructors Scheme to ensure that appropriate targets are met with regard to site management i.e. in an environmentally, socially considerate and accountable manner.

10. CONCLUSION

10.1 The provision of four affordable flats for local people is considered a significant benefit of this application. There has been significant objection from residents and it is understood that there is existing parking stress on Sempill Road. However, it is not considered that the loss of the garages and the provision of four 1-bedroom units would exacerbate this to an unacceptable level. The proposed maisonettes would satisfactorily integrate with the surrounding area. No significant adverse impacts are identified concerning residential amenity. The impact on trees is acceptable.

10.2 The redevelopment of this garage site would provide the Council as a provider of housing with the opportunity to complement the existing housing stock and to meet its own objective of providing housing. The scheme would add to the range of affordable homes being provided by the Housing Development Team and provide other benefits such as improved landscaping and visual benefits. The application is therefore recommended for approval.

11. RECOMMENDATION

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

Condition(s) and Reason(s):

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

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

2. **No development shall take place until the final design of the drainage scheme is submitted to and approved in writing by the Local Planning Authority, in consultation with the Lead Local Flood Authority. The surface water drainage system will be based on the submitted the Flood Risk Assessment reference M03001-04_FR06 dated November 2020 prepared by McCloy Consulting and Drainage Strategy reference M03001-04_DG02 dated November prepared by McCloy Consulting. The scheme shall also include:**

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

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

The scheme shall be implemented in accordance with the approved details.

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

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

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

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

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

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

- 6. The dwellings hereby approved shall not be occupied until the Electric Vehicle Charging Points and associated infrastructure has been provided in accordance with drawing DBC-IW-SEE-00-DR-A-0100 (Revision P1). The Electric Vehicle Charging points and associated infrastructure shall thereafter be retained in accordance with the approved details.**

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

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

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

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

Any tree or shrub which forms part of the approved landscaping scheme which within a period of three years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a similar species, size and maturity.

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

8. **Prior to commencement of the development, a Landscape Ecological Management Plan (LEMP), shall be prepared, detailing how biodiversity will be incorporated within the development scheme. The plan shall include details of native-species planting, and/or fruit/nut tree planting, as well as the location of any habitat boxes/structures to be installed. The plan shall be submitted to the Local Planning Authority for written approval and the development shall be carried out in accordance with the approved plan unless otherwise agreed in writing with the Local Planning Authority.**

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

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

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with saved Policies 51 and 54 of the Dacorum Borough Local Plan (2004), Policy CS8 of the Dacorum Borough Core Strategy (2013) and Paragraphs 108 and 110 of the National Planning Policy Framework (2019). The details are required prior to commencement to ensure that the construction of the development does not result in any risks to highway safety.

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

DBC-IW-SEE-00-DR-A-0010 - Site Location Plan
 DBC-IW-SEE-00-DR-A-0100 (Revision P1) - Proposed Site Plan
 DBC-IW-SEW-00-DR-A-2210 (Revision P2) - Proposed 1B Dwelling Plans & Elevations
 S235-J1-IA-1 - Arboricultural Report by John Cromar's Arboricultural Company Limited (dated 3rd September 2020)

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

Informatives:

1. Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

2. Waste Comments

Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network

Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer network. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network

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

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

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

3. In accordance with the Councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours - 07:30 to 17:30 on Monday to Friday, 08:00 to 13:00 on Saturday and no works are permitted at any time on Sundays or bank holidays.

4. Dust from operations on the site should be minimised by spraying with water or carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The Applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.
5. The attention of the Applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.
6. 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.
7. 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.
8. 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.
9. 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.
10. 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.
11. 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.
12. As per Agenda Item 14 (Page 3 of 6) of Cabinet dated 16th September 2014 (Update on Garage Disposal Strategy), all of those residents who currently rent a garage in a block earmarked for disposal will be offered an alternative garage. The Garage Management Team will wherever possible, offer a garage to rent in another garage site owned by Dacorum Borough Council in the vicinity of the development site.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Hertfordshire Ecology	<p>Thank you for consulting Hertfordshire Ecology on the above. I am pleased to see an ecological report has been submitted in support of this application:</p> <ul style="list-style-type: none"> o Preliminary Ecological Appraisal and Preliminary Roost Assessment (Bernwood Ecology, 2 September 2020); <p>The site was visited on 13 August 2020 and comprises a row of terraced garages on hardstanding with some amenity grassland, and a small area of scrub. There is an immature oak tree on site (and two adjacent trees), which is being retained and should be protected from damage (including roots and overhanging branches) during construction.</p> <p>The report provides an adequate assessment of the impact of the proposals and is based on appropriate survey methods and effort. The likelihood of an adverse ecological impact is negligible-low; however as bats and nesting birds are likely to be in the area, I advise the following precautionary approach Informatives are added to any consent given:</p> <p>"Any significant destructive works (including demolition or tree removal) should be undertaken outside the nesting bird season (March to August inclusive) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than two 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."</p> <p>"In the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England to avoid an offence being committed."</p> <p>The planning system should aim to deliver overall net gains for biodiversity where possible as laid out in the National Planning Policy Framework and other planning policy documents. It would be appropriate for this development to enhance the site for bats, birds, hedgehogs and invertebrates. Simple measures to achieve this could include the planting of native trees, fruit/nut trees, hedgerows; sowing of wildflower areas for pollinators and species diversity; provision of roosting opportunities through the integration of bat bricks/units within the design of the buildings; the inclusion of bird boxes for common garden bird species and/or nest box terraces on buildings for swifts and</p>

	<p>house sparrows; hedgehog homes and gaps in fencing to allow free passage of small animals.</p> <p>Consequently, I would like to see details of how biodiversity will be included in the development scheme to address the expectations of NPPF in achieving biodiversity net gain. This should be provided in a Landscape Ecological Management Plan (LEMP) or Biodiversity Gain Plan (or similar) secured by Condition and I can suggest the following wording:</p> <p>"Prior to commencement of the development, a Landscape Ecological Management Plan, shall be prepared, detailing how biodiversity will be incorporated within the development scheme. The plan shall include details of native-species planting, and/or fruit/nut tree planting, as well as the location of any habitat boxes/ structures to be installed. The plan shall be submitted to the LPA for written approval and the development shall be carried out in accordance with the approved plan unless otherwise agreed in writing with the LPA."</p> <p>Reason: to demonstrate the expectations of NPPF in achieving overall net gain for biodiversity have been met in accordance with national and local policies."</p> <p>I trust these comments are of assistance.</p>
Environment Agency	No comment.
Thames Water	<p>Re: LAND OFF, SEMPILL ROAD, HEMEL HEMPSTEAD, HERTFORDSHIRE , HP3 9FW</p> <p>Waste Comments</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 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>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>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>
Affinity Water - Three Valleys Water PLC	No comment.
Hertfordshire Highways (HCC)	<p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>CONDITIONS</p> <p>1. Prior to the first occupation / use of the development hereby permitted the proposed access/on-site car and cycle parking / servicing / loading, unloading / turning /waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.</p> <p>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).</p> <p>INFORMATIVES</p> <p>1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the</p>

use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

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

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

COMMENTS

This application is for Demolition of 10 residential garages and construction of 4 new dwellings.

The site is located on Sempill Road, which is an unclassified local access road with a speed limit of 30mph and highway maintainable at public expense

ACCESS

Current access to the site is from Sempill Road, which will remain unchanged for the development. A pedestrian way through the site will be maintained.

	<p>PARKING</p> <p>A total of 4 parking spaces will be provided for the development.</p> <p>The applicant is reminded that DBC is the parking authority for the borough and therefore should ultimately be satisfied with the level of parking. Secure cycle parking will be provided for each property.</p> <p>EMERGENCY VEHICLE ACCESS</p> <p>The proposed dwellings are within the recommended 45m distance from emergency vehicle access.</p> <p>REFUSE / WASTE COLLECTION</p> <p>Arrangements have been made for the storage and collection of waste.</p> <p>CONCLUSION</p> <p>Hertfordshire County Council as Highway Authority considers the proposal would not have a severe residual impact on the safety and operation of the adjoining highway, subject to the conditions and informative notes above.</p>
Strategic Planning & Regeneration (DBC)	No comment.
Herfordshire Building Control	No comment.
Conservation & Design (DBC)	<p>Architectural Design:</p> <ul style="list-style-type: none"> - Well designed terraces in the local area typically have a form of vertical façade articulation between dwellinghouses e.g recessed bricks / shadow gaps / brick pillars which assist in breaking the mass of the housing block into a finer urban grain. Perhaps the proposal elevations could benefit from a similar façade treatment along the party walls to distinguish between houses within a terrace and break down the blocks mass. - Subtle articulation added to the gable roof between units could also assist in the breaking down the massing of blocks where there is a long terrace of multiple houses or a highly visible roof. <p>Comments received 03.02.21</p> <p>Recessed brick detail to be added to terraces as per other sites (email 26.01)</p>

	<p>No change to roof option (email 26.01)</p> <p>Final external materials, hard landscaping and window details subject to condition.</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 residential end use to the presence of any contamination means that the following planning conditions should be included if permission is granted.</p> <p>Contaminated Land Conditions:</p> <p>Condition 1:</p> <p>(a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.</p> <p>(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:</p> <p>(i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;</p> <p>(ii) The results from the application of an appropriate risk assessment methodology.</p> <p>(c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.</p> <p>(d) This site shall not be occupied, or brought into use, until:</p> <p>(i) All works which form part of the Remediation Method Statement</p>

	<p>report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.</p> <p>(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Condition 2: Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Informative: The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.</p> <p>The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on 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>
<p>Crime Prevention Design Advisor</p>	<p>In relation to crime prevention and security I have no objection to this application , however I would ask that the dwellings are built to the police Secured by Design standard . The surveillance is poor to the rear of the proposed properties and therefore could be at risk to intruders .</p> <p>Physical Security (SBD)</p> <p>Front doors</p>

	<p>Certificated to BS PAS 24:2016</p> <p>Windows: Ground floor windows and those easily accessible certificated to BS PAS 24:2016 or LPS 1175 SR2 including French doors .:</p> <p>Dwelling security lighting : (Dusk to dawn lighting above or to the side front doors).</p> <p>Boundary Exposed side and rear gardens with robust fencing , minimum 1.8m height , gates to be secure with lock</p> <p>Car Parking: Adequate parking, good surveillance .</p>
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
40	45	1	44	0

Neighbour Responses

Address	Comments
39 St Albans Hill Hemel Hempstead Hertfordshire HP3 9NG	<p>We live at 39 St Albans Hill and have been notified about the proposed developments at each end of Sempill Road.</p> <p>We would like to express our objection to the development on the grounds that Sempill Road is already overdeveloped with huge overcrowding and very little space to drive up the road or park anywhere.</p> <p>We also have concerns about drainage as they are already overwhelmed and overflowing. During heavy rainfall, the road and pavement directly at the bottom of Sempill Road floods and drains that we used to unblock easily are now impossible to do anything with. The drains all the way along St Albans Hill are blocked and this was not the case before the houses were built at the top of Sempill Road some years ago. More properties will only have a greater impact on this problem.</p> <p>Our next door neighbours who have lived here for decades and who rent a garage in the proposed development site were not notified until today - by word of mouth from another neighbour! We find this really appalling since they have been part of this local community for many years and they will be directly and adversely affected.</p> <p>Lastly, we have serious concerns about the impact on local wildlife. In what is already an overdeveloped area with dwindling green spaces, the families of foxes, hedgehogs and birds will be displaced and possibly harmed. At a time when climate change and global warming are at a critical point, we think more housing in this particular part of Hemel Hempstead is short-sighted and irresponsible.</p> <p>We should be grateful if you would register our objections and let us</p>

	<p>know what we can do to be heard in any upcoming discussions on this matter.</p>
<p>6 Wheelers Lane Hemel Hempstead HP3 9JE</p>	<p>I have owned my house for 3 years. I paid a premium for this property for this area and the attraction is the secluded location and fantastic view of the Lime Walk valley and over to Apsley and the Shendish Manor golf course and surroundings woodlands.</p> <p>I object to the building of new social housing at Sempill East.</p> <p>Firstly I am desperate for more garage space for my family and have not been able to secure it as it seems they are not being upgraded and made available to residents. The statement that "residents aren't making use of the garages" is unfounded as we are looking for at least 2 and have not been able to secure the ones we want. Many more residents would use these if they were available and at an affordable price.</p> <p>Should building go ahead, my view would be obscured significantly and this would have an effect on the quality of life we have as a family. We spend most days outdoors with children and pets. We enjoy relative peace and quiet but adding more houses would firstly ruin our view and secondly overlook our garden. My son is disabled with Autism and noise and change significantly affects his wellbeing. There would be more traffic and more cars to park in the already overcrowded streets around Sempill. There is already a problem in Wheelers Lane with two or more cars per household. Some individuals own 3 cars. Residents are always parking on the grass on the green and using the new spaces for their diy and car repair projects and their work vehicles. These are residents from Deansbrook and Runham road as well.</p> <p>Many of us office workers now work from home, I cannot bear to imagine a year of construction traffic, noise and dust. The impact would upset our pets too.</p> <p>There is an environmental problem with the wildlife that inhabit the space around the garages we often see foxes and cubs coming out of the extended gardens on St Albans Hill. They will be negatively affected.</p> <p>We have issues with vehicles racing around the area already.</p> <p>We don't need any more social housing and the antisocial behaviour that comes with it, smoking illegal substances, dealing drugs out of the shared houses in our street and the people who work on vehicles on the road and run businesses out of their front gardens.</p> <p>The schools don't need to be pushed to breaking point either.</p> <p>Please put my objections forward.</p>
<p>10 Springfield close Croxley Green WD3 3HQ</p>	<p>I visit my son and daughter in law and since they have lived in Sempill Road this is becoming increasingly difficult for me. I am registered disabled and need to be able to park near to their home as I cannot walk far. However this is now impossible. I have to stop by their house</p>

	<p>and ask my son to park the car for me as the spaces are too far away. This new development is going to make the parking situation worse as more traffic will be on the road. The access to the road is dangerous as there are always cars parked on the corner and this completely blocks your view as you drive in and out of the road. There is enough development already in this road it really cannot take anymore. The overspill from the neighbouring roads is only going to get worse if this goes ahead. I feel this has been designed without any thought to how it will actually work by people who have no clue about the road apart from a short one morning. I strongly object to this proposal</p>
<p>15 St Albans Hill Hemel Hempstead Hertfordshire HP3 9NG</p>	<p>Please consider: Pedestrians in the constructions. Plant many trees in order to provide better air quality and wildlife Making this dangerous road one way. Please address the current parking issues which will be worsened by over 10 more residences Make parking bays Prevent parking on grass verges Prevent parking across dropped kerbs Please ensure that parking overspill is not pushed onto St Albans Hill as it is already illegally parked in multiples daily, obstructing pavement access for buggies and wheelchairs. Increase road markings preventing parking to the intersection with St Albans Hill.</p>
<p>14 Sempill Road Hemel Hempstead Hertfordshire HP3 9PF</p>	<p>We strongly object to the proposed development within this planning app. As a resident of Sempill Road for the past 9 years, the parking has increasingly become worse during this time, even with the councils small effort to increase parking by removing some unused grass verges a couple of years ago. A simple supermarket home delivery vehicles causes chaos due to the single lane availability and lack of parking for the residents. Majority of houses along Sempill have AT LEAST 2 cars, but I would actually suggest the average to be closer to 3 per dwelling. We are also sharing our street with properties along St Albans Hill who have no driveways and feel its safer to park along Sempill rather than park along the main road (which does not have any parking restrictions). There is no consideration for where the local residents who currently use these garages will now be expected to park their vehicles? Again further impacting the already limited parking. The proposed development, although has provisions for allocated parking, will not be adequate and it can be guaranteed that it will spill out into Ivory Court and Sempill Road. The construction phase of the development will also have significant and detrimental impact to Sempill Road & Ivory Court users. If both developments are granted and completed at the same time, what considerations have been made to the accessibility for vehicles entering/exiting the street? No doubt there will be obstructions caused by construction works in the form of heavy plant & machinery movements, partial road closures to complete utility connections, parking for construction workers, mess spilling out onto Sempill and noise disruption from the chaos this will cause.</p>

<p>25 Sempill Road Hemel Hempstead Hertfordshire HP3 9PF</p>	<p>Accidentally submitted first part of my comment too early... The vehicles parked on Sempill Road include a number of very large commercial vehicles which can often take up 2-3 spaces, vehicles from the residents of St Albans Hill along with vehicles which belong to residents of the more recent build at the back of Deaconsfield Road, where they choose not to use their drives to full capacity. All of these have led to the most horrendous parking situation I have ever come across, yet you have failed to recognise this or even suggest sensible solution in your plans. How can removing garages and adding more homes to an already over populated and congested road be a good thing? Who will benefit? Certainly not us the current residents. I had previously typed a very long objection in December which failed to submit so I am keeping this one short but what I'm saying is that I strongly object to this proposal unless a solution is put forward to rectify our current lack of parking spaces.</p>
<p>112 Deaconsfield Road Hemel Hempstead Hertfordshire HP3 9JA</p>	<p>There is not enough parking spaces at the moment, cars are already double parking on Sempill Road leading to St Albans Road. This is also on a hill, leading to St Albans Road. Which already causes problems driving up and down the hill. With move cars using this very small road, it will lead to an increase in potential accidents on this road. Please look at the safety aspect of an increase in traffic on the very small road. There is not enough parking space in this road, adding more houses will increase the volume of traffic. Cars already parking on grass verges, it is also on a hill whereby cars are already double parking. This will just increase the possibility of more accidents.</p>
<p>69 St Albans Hill Hemel Hempstead Hertfordshire HP3 9NQ</p>	<p>The proposal is to demolish in total 46 garages on the 2 sites of Sempill Road. That would mean an extra 46 vehicles looking for parking on residential streets which are already full to capacity with many vehicles already parking on pavements. The extra traffic it would bring to one of the main routes into town from the dual carriageway would also massively increase further putting pedestrians including primary school children who walk to school at greater risk of being hit by vehicles which already use St Albans Hill as a race track</p>
<p>49 Sempill Road Hemel Hempstead Hertfordshire HP3 9PF</p>	<p>The access to and parking on Sempill Road is already bordering on dangerous and is not sufficient currently. Inadequate parking/turning. Noise and disturbance.</p>
<p>91 St Albans Hill Hemel Hempstead Hertfordshire HP3 9NQ</p>	<p>Not enough parking spaces, source of plan (County Council) obviously unreliable. 1 bed dwellings will potentially house couples- 1 car each=2no. plus visitor space=1, equalling 3 car parking spaces per house. Sempill Road is already over run with cars. Ivory Court, a Housing Association development off Sempill Road has reasonable planning for cars, suggest you take a look at that. The model used by the Council is old and needs updating.</p> <p>A footpath runs past the garages due to be demolished, it is not clear from the plans that this will be maintained. It will constitute a right of way and must be maintained.</p>

<p>58 Sempill Road Hemel Hempstead Hertfordshire HP3 9PF</p>	<p>I object to both proposals of developing Sempill Road any further that it has already.</p> <p>There isn't enough roadside parking or parking spaces, to cope with the current volume of cars on Sempill Road and surrounding Streets/Roads. Adding more dwellings and only allowing 1 space per property is not realistic, as most households have 1 car per adult.</p> <p>These extra vehicles that have not been catered for, will end up parking in the bays along the top of Sempill Road and down the roadside to the East and West of Sempill, which will force existing Sempill residents to park elsewhere or the new residents to use the entrances to the new houses as parking areas, blocking existing drives, adding more congestion to the corners of the Road, and reducing the already poor visibility of oncoming traffic.</p> <p>I have recently witnessed the recycling truck struggling to navigate its way around the east side of Sempill Road, due to all the cars parking on the corner on the left. I have also seen many cars hit on the East side of Sempill, due to the poor visibility.</p> <p>Along with the additional cars from the new dwellings, will be the previous garage occupants, who will need to park their cars on Sempill Road, as other garages in the area may not be considered close enough for them to want to rent.</p> <p>Sempill Road needs widening to allow for the volume of traffic that we have daily, which includes the dustcart, lorries, emergency services and the endless amount of works traffic that this development will produce, if it goes ahead. Along with this, we need additional parking throughout the grass verges on Sempill Road., to ease the burden of the current parking situation and to allow for the additional cars that this development is going to create.</p>
<p>57 Sempill Road Hemel Hempstead Hertfordshire HP3 9PF</p>	<p>I object for the above reasons</p> <p>I completely object to the proposed development to demolish garages at both Sempill Road East and West sites. Sempill Road cannot cope with the current amount of vehicles that use and park on this road not only from Sempill road but also the surrounding roads such as St Albans hill, to add more homes and cars to this already busy street is going to be extremely dangerous! I have personally had my car damaged numerous times when i have had to park on the Sempill Road East bend because there is nowhere else to park as residents of St Albans Hill use Sempill Road to park their vehicles. I can also recall a young child got hurt by a car reversing back up the bend to let another car through. If this application goes ahead it will make Sempill Road even more congested and an extremely dangerous road to live on.</p>
<p>101 Sempill Road Hemel Hempstead Hertfordshire HP3 9FW</p>	<p>I object to the proposed planning on the garage sites of Sempill Road my main reasons are as follows:</p> <p>Sempill Road in general has a lack of parking for the original houses that have been here since the 1970's. The new houses that have been built in the gardens of Deaconsfield Road mostly have two spaces, but towards the west end these are rather poorly executed, as some of these only have one small car space which is not sufficient for larger cars. This pushes extra household cars and larger cars out into the existing parking bays. Parking arrangements need to be investigated before any further dwellings are added to the area. Houses on St Albans Hill also compound the parking issues on Sempill Road due to</p>

their lack of parking facilities.

The existing parking bays are at times not used to their full potential as there are no lines marking the spaces. The cars have to park at angles to make the most of the space available, when there are larger vehicles the road width is significantly reduced. Making navigating the road difficult, also the quality of the road surface along Sempill Road is poor and has many potholes.

Having taken two years to rent a garage on the east site to then find I will be losing this not by the council's garage team but a letter drop saying the council was going to build a new development was a shock. I know that over 50% of these garages on the east side are used. So, to quote the planning and access statement "Over time the garages have become either disused or underused" is a false claim. I know of others that have tried to rent these garages, but have had unsuccessful applications. Therefore, this proves there is a demand for garage space in this area. With the loss of valuable garage space vehicles that are parked in these garages will be forced to park along the road. There is also the impact of a loss of storage space. Very few of the original houses on Sempill Road have a driveway or garage space. Taking these garages away means that residents lose the opportunity to have a garage.

The access to the proposed east site development is on a rather congested and blind corner, where I have witnessed a few near misses. The parking up the hill for the residents of St Albans Hill and those of Sempill Road make this road a single trail and passing can be fraught and difficult at times. Adding a construction site and then extra vehicles to this will add to the dangerous nature of the road. The proposed new builds only have one allocated space per household and no visitor spaces.

When you look at other new developments within Hemel Hempstead, for example, Frogmore Road, Ebbens Road and Nash Mills (along Red Lion Lane) you can see the parking issues that surround these new builds that have not had adequate parking planned into the development, as most households have a minimum of two cars. It is unrealistic to believe everyone will use public transport or cycle to and from work, schools, supermarkets and leisure facilities.

The council needs to have a proper consultation with the existing residents and consider their needs first before squeezing in more properties to an already congested area.

The parking report seems to imply that all the residents are making up the parking issues, but how can this be when 40 plus residents highlighted the same issues without a group meeting? The common sense value has also been squeezed out from the report expecting residents to have to park nearly 400m away on other roads. St Albans Hill residents already use Sempill Road due to the lack of parking on their road and that parking along this road is dangerous due to traffic levels and speed. The 35 spaces that have been highlighted in the report for St Albans Hill, I cannot work out where these are? Looking at Table 1.3: Parking Survey Results someone cannot add up either as several roads have gained extra empty spaces!

If you look at the issues in surrounding developments where parking is limited, it shows it spills out onto other roads. This will be the case for

	<p>the new developments.</p> <p>The report was conducted on two consecutive nights after midnight. I have carried out my own observations around the East site and the parking does fluctuate quite a lot from some evenings where there are a few empty spaces to other times where cars are having to double park on the corners. So, if a report is to be done fairly and properly it should be carried out at different times and over a few different days including Fridays and weekends. Was the team that carried out the report worried to come on a Friday evening as they would not be able to find a parking spot?</p> <p>The report also talks about garages around the area with empty spaces. The garages of Wheelers Lane are in a very bad state of repair and even though they are close to the East site I would not want to use these with their asbestos roofs and condition! The East site is also 90% full so it shows they are a well used block of garages and the West site would I expect have a higher occupancy if the system was easier to rent garages and they were kept in better repair.</p> <p>So being realistic this development seems to be a foregone conclusion as the properties have already been given street numbers! This is despite what the residents think, but to ignore all the concerns of parking and related road safety around this issue with a report that whitewashes the fact feels very disappointing.</p>
<p>102 Sempill Road Hemel Hempstead Hertfordshire HP3 9FW</p>	<p>Im not happy with the plan and I want to object y to the developers. The main issue is the car park space, cars parking already on grass. Next to the garages there is a footpath used by kids going on their own to school, which I believe will not be safe during the building works going on. In general I am very disappointed with those plans in place as we are going to lose our privacy we had</p>
<p>103 Sempill Road Hemel Hempstead Hertfordshire HP3 9FW</p>	<p>To whom it may concern</p> <p>We live adjacent to the proposed development site and are writing to ask you refuse this planning application.</p> <p>The block of flats and houses will overlook our property; this will lead to a loss of privacy, light and will certainly impact on the peaceful enjoyment of our home and garden.</p> <p>Parking will be adjacent to our home causing noise, pollution and dust at all times of the day and night.</p> <p>Sempill Road is already a busy and congested road; this additional concentration of traffic and roadside parking will cause traffic problems and create a safety hazard for other motorists as the road is not wide enough to support the extra traffic the development will generate.</p> <p>The field you are proposing to build on is the only green piece of land around what is an already overbuilt area. The children from the surrounding houses use it as a playground and that would be a massive loss for them.</p> <p>The construction site that will come if you go ahead with this will also bring major disruptions to our day to day life.</p>

	<p>Please consider our firm objections and help us preserve our overcrowded area already. To whom it may concern</p> <p>We live adjacent to the proposed development site and are writing to ask you refuse this planning application.</p> <p>The block of flats and houses will overlook our property; this will lead to a loss of privacy, light and will certainly impact on the peaceful enjoyment of our home and garden.</p> <p>Parking will be adjacent to our home causing noise, pollution and dust at all times of the day and night.</p> <p>Sempill Road is already a busy and congested road; this additional concentration of traffic and roadside parking will cause traffic problems and create a safety hazard for other motorists as the road is not wide enough to support the extra traffic the development will generate.</p> <p>The field you are proposing to build on is the only green piece of land around what is an already overbuilt area. The children from the surrounding houses use it as a playground and that would be a massive lost for them.</p> <p>The construction site that will come if you go ahead with this will also bring major disruptions to our day to day life.</p> <p>Please consider our firm objections and help us preserve our overcrowded area already. A parking survey has been carried out at 12:30am when the majority of residents are at work. Why? The congestion is happening after 4 o'clock so Was it a slip from the council or was it carried out just for the sake of it? Where are the 35 parking spaces on St Albans Hill as a majority of residents are still parking on Sempill Road? I find all of this survey done just for the sake of doing them and all our objections ignored. This is not acceptable Dacorum Council. You are going to impact massively our day to day life with this developments so at least do things properly.</p>
<p>6 Wheelers Lane Hemel Hempstead Hertfordshire HP3 9JE</p>	<p>I am a homeowner on Wheelers Lane. The garden and rear windows of my terraced house look directly over the garages at Sempill Road to the hills surrounding Apsley and Shendish Manor Golf Course.</p> <p>I chose my home 3 years ago because it has a great unobscured view over the Lime Walk park, St Albans Hill and the golf course and woods and Shendish Manor. I paid a prmium price for the area. I like my view, I also like my neighbours and the quiet locality.</p> <p>I really do object to the proposed 4 houses on Sempill 1 East. Not only will it destroy our peaceful neighbourhood for many months during construction, it will f orever bring more vehicles into the area, more traffic, more "social and afforable living tenants", (possible antisocial behaviour) and higher demand on our local schools.</p> <p>The double story building proposed, will destroy my view to the right of</p>

my patio and from the windows on the side. On Wheelers Lane we already have an issue with parking, there are more than 2 vehicles per house on the lane already. The HMO has at least 4 tenants and one chap has 3 cars just himself. We have boy racers and traffic up and down to the Wheelers Lane garages (backs onto the Sempill garages) all day and all night disrupting the neighbourhood. As well as people racing from town. The parking on Sempill and St Albans Hill is terrible some residents currently have to park 100 meters away from their homes at night.

Please do put me on your list of objectors. Send me all the information you have regarding how to formally contest planning permission. I will happily put together a petition of local residents and submit this to you.

Many thanks for your kind attention.

Good day I am unable to log into the page on the Dacorum site and therefore I apologise for the group email. Also the flyers and letters that were put into some letterboxes did not reach all surrounding households.

I live at 6 Wheelers Lane and I have owned my house for 3 years. I paid a premium for this property for this area and the attraction is the secluded location and fantastic view of the Lime Walk valley and over to Apsley and the Shendish Manor golf course and surroundings woodlands.

I object to the building of new social housing at Sempill East.

Firstly I am desperate for more garage space for my family and have not been able to secure it as it seems they are not being upgraded and made available to residents. The statement that "residents aren't making use of the garages" is unfounded as we are looking for at least 2 and have not been able to secure the ones we want. Many more residents would use these if they were available and at an affordable price.

Should building go ahead, my view would be obscured significantly and this would have an effect on the quality of life we have as a family. We spend most days outdoors with children and pets. We enjoy relative peace and quiet but adding more houses would firstly ruin our view and secondly overlook our garden. My son is disabled with Autism and noise and change significantly affects his wellbeing. There would be more traffic and more cars to park in the already overcrowded streets around Sempill. There is already a problem in Wheelers Lane with two or more cars per household. Some individuals own 3 cars. Residents are always parking on the grass on the green and using the new spaces for their diy and car repair projects and their work vehicles. These are residents from Deansbrook and Runham road as well.

Many of us office workers now work from home, I cannot bear to imagine a year of construction traffic, noise and dust. The impact would upset our pets too.

There is an environmental problem with the wildlife that inhabit the

	<p>space around the garages we often see foxes and cubs coming out of the extended gardens on St Albans Hill. They will be negatively affected.</p> <p>We have issues with vehicles racing around the area already.</p> <p>We don't need any more social housing and the antisocial behaviour that comes with it, smoking illegal substances, dealing drugs out of the shared houses in our street and the people who work on vehicles on the road and run businesses out of their front gardens.</p> <p>The schools don't need to be pushed to breaking point either.</p> <p>Please put my objections forward.</p>
<p>103 St Albans Hill Hemel Hempstead Hertfordshire HP3 9NQ</p>	<p>i would like to object the proposed plans for the demolition of 10 garages and redevelopment my reasons are as follows. the local area has had far too much development in the past few years, the gardens have been sold from most of the properties in deaconsfield for housing in sempill. Alotments have been demolished on the site where ivory court is now situated these alone account for approximately 52 houses in sempill and has attracted around 100 extra cars from these dwellings alone not including delivery vans etc. this has added more pollution and more danger on the immediate surrounding roads. if you couple this up with other developments in the very near vacinity apsley/manor estate etc it accounts for a significant increase in road traffic most of which will travel along st albans hill. (this is the only road you can access sempill from), there have been no road improvements to st albans hill to calm any of the extra traffic from any new developments, the roads are already in this area are already very busy at times. Adding more houses in sempill is totally unacceptable this will only add more danger to an already out of date road network.</p>
<p>101 St Albans Hill Hemel Hempstead Hertfordshire HP3 9NQ</p>	<p>We are lodging an objection to the proposal based on the excessive overdevelopment of the local area.</p> <p>There are several key factors that make even more over development of the area dangerous, unnecessary and immoral.</p> <p>1. Parking I am unable to submit my supporting video as I cannot add attachments to this comment, but frequently, at hours when residents are mostly at home, parking is full and mostly unavailable:</p> <ul style="list-style-type: none"> - On Leys road - On the bay on St Albans Road before the slip road - Parking in the road along St Albans Hill - Parking on each of the East and West incline of Sempill, as well as all through the top of the road <p>The parking proposed on the submitted plans, especially on the East development is less than sufficient.</p> <p>The average household has 2 cars, yet for 4 apartments, with likely 6-8 cars, a further 3 spaces are being added which will easily result in an excess of cars for the extra spaces provided, putting additional</p>

pressure on an already over limit parking situation. The majority of residents are already parking a very considerable distance from their house.

It should also be considered that with the world moving to Electric Vehicles, any addition pressure on parking will make it more impossible for people to be able to drive in the future as it places the infrastructure availability even more behind than it already is

2. Dangerous Roads

The proposal will increase over development of an area where 7 major junctions meet St Albans Hill in just 0.2 miles, from North to South:

1. Leys road slip road; with difficult visibility
2. Sempill East junction
3. Leys Road junction
4. Risedale Road junction
5. Newell Road junction
6. Sempill West junction
7. Additionally there is the parking entrance for Wellington Court

If you extend this to just 0.4 miles, this is extended to 10 junctions.

8. Roundabout meeting Wheelers lane
9. Junction for the flats on St Albans Hill
10. Junction for Northridge cars
11. Roundabout meeting Belswains Lane (also a danger for visibility)

Adding any additional and unnecessary flow of people or traffic to any of these roads is irresponsible and reckless.

Any person merely driving up or down St Albans Hill will experience how difficult it is to get through the stretch of road between the 2 Sempill junctions with the excess of cars given no option now other than to park along the road, blocking not only the road, but also considerably reducing path availability. This difficulty is greatly increased with larger vehicle i.e. buses or bin lorries that frequently need to use this stretch of road.

Additionally, the pressure placed on Wheelers Lane and the surrounding roads at the weekend when the Snow Centre is operating normally is excessive due to a major Tourist Attraction being allowed to be opened without adequate parking.

3. Excessive amount of development and load on local resources:

There has been what anyone would class as a massively excessive amount of development in the local area in the last couple of years, in particular:

1. All of the Ebbens Road development, with dramatically low parking provided, putting pressure on more people parking on Durrants Hill
2. All of the Frogmore Road development currently being undertaken
3. All of the new development up round the back of Apsley and Manor Estate.

	<p>4. All of the flats opposite Apsley Station 5. A new development in Magenta Court 6. All of the redevelopment of the John Dickinsons sight along red lion lane</p> <p>Roughly 80% + of these developments consist mostly of flats meaning an increased Population Density compared with developments of houses.</p> <p>All of this puts a massive additional excess on all of our local resources, putting parking aside, where is the additional infrastructure requirements for all of these developments?</p> <p>There has been:</p> <ol style="list-style-type: none"> 1. No extra doctors surgery's (Lincoln House was merely a relocation, not an addition) 2. No extra schools, either primary or secondary 3. Excessive pressure placed on the existing shops in the area 4. Excessive pressure in particular on the road network in Apsley and the surrounding roads (including St Albans Hill). 5. Excessive pressure on NHS services, which as we know are already massively under invested and do not need developments adding 1000's of additional people into these services 6. No revision to our A&E or hospital services of which there is none in Hemel Hempstead <p>I would welcome the opportunity to be able to provide additional supporting evidence via video and photo.</p>
<p>19 St Albans Hill Hemel Hempstead Hertfordshire HP3 9NG</p>	<p>My main objection to the proposed scheme is that as a local resident, I have observed there is a huge shortage of parking on Sempill Rd in the evenings and at weekends. in my opinion this is because -</p> <ul style="list-style-type: none"> - Many of the Sempill and St Albans Hill residences have always had zero parking and therefore have to park on the road. - There has been an increase in house building (Ivory Court) and the flats on the other side of St Albans Hill in both of these developments demand for parking exceeds capacity. - The increase in cars per household since the original properties were constructed <p>Demolition of 10 residential garages and construction of 4 new dwellings will create more pressure on top of the plan to remove 36 garages and (in my estimation) parking for at least 6 extra vehicles in the adjacent 'carpark' at the other end of Sempill. There will be even more congestion in the area which is suffering from a serious lack of parking already.</p> <p>I do fully appreciate the need for affordable housing in the borough, but in the 24 years that I have lived in this house, this side of Hemel has had more than its fair share of brownfield development leading to parking blackspots. I would site Red Lion Lane where the lack of adequate parking on the old Nash Mill site had led to a disastrous level of on-street parking. I suggest than the planners and architects should visit Sempill Rd in the evening to see the real situation.</p> <p>Finally, I approve of a policy that provides two designated parking</p>

	<p>spaces for new houses that are designated affordable housing, but to allow this development when those 'rules' did not apply to the existing properties will seriously disadvantage all of the current residents.</p>
<p>41 St Albans Hill Hemel Hempstead Hertfordshire HP3 9NG</p>	<p>Dear Mr Stickley,</p> <p>We live very near to the proposed development site and are writing to ask that Dacorum Borough Council refuse this planning application Sempill Road garages development x2: Public consultation 20/03735/FUL AND 20/03734/FUL</p> <p>Herein are our comments and objections relating to this planning application:</p> <p>Parking is already a contentious issue on Sempill Road in what is a very built-up area, with little to no on street parking. The demolition of 10 residential garages would force more vehicles onto the road and compound the issue on Sempill Road and also for residents that live along St Albans Hill that use this road for on-street parking. Residents rent those garages because of the lack of parking within this location.</p> <p>Sempill Road is already a busy and congested road; this additional concentration of traffic and lack of roadside parking will cause traffic problems and create a safety hazard for other motorists.</p> <p>Therefore, we ask that Dacorum Borough Council refuse this Planning Application.</p>
<p>77 St Albans Hill Hemel Hempstead Hertfordshire HP3 9NQ</p>	<p>I object to these development. There are already too many houses in this area, we would be losing ecological grounds, it will be added pollution traffic, there are already not enough parking spaces and too much traffic. I have already sent emails to the council regarding the amount of traffic on St Albans Hill without adequate speed limit restrictions and lack of safety over the crossing of that road for my child. This construction will add to the danger.</p>
<p>10 Ivory Court Hemel Hempstead Hertfordshire HP3 9YJ</p>	<p>With reference to the proposed development of Sempill Hill road. I cannot believe that you are planning to building more homes on this road, it's adsoluetely outrageous!!. The planning of this has clearly not considered the road situation.</p> <p>Lack of parking. Even though the road has already had added more parking.</p> <p>All of the cars vans are Double parked allready.</p> <p>Steep hills on Both sides of access to Sempill that is not gritted and goes straight into a main road with blind corner, this is not safe for traffic coming down the hills because of the double parking on the corners of the road and danger that you may not stop adding more cars to this is suicide.</p>

	<p>. Cars backing on to a main road because of parking, this is a blind corner. Not safe for children at all to cross. .I have nearly been run over several times trying to cross with my dog as you can't be seen by traffic. .council do not cut the grass it grows to high and course even more danger to all our residents.</p> <p>. Emergency services not being able to access the road due to double parking.</p> <p>Children walking to and from school that can't cross the road safely because of parking.</p> <p>The wild life. we have a group of foxes that live in the road our residents like to see them foraging for food</p> <p>Refuge and delivery drivers all ready block the road stopping access</p> <p>.In the winter/ snow and ice make it hard to get access to our homes because of the steep hills both ends of Sempill Hill road so people park on st Albans Hill this cause even more danger. To add more homes is ludicrous.</p> <p>Hi . I am objecting to both ends of Sempill Hill road proposal. This really is the most crazy development idea! What with how the road has already be developed so many times . Not to mention the new build properties in Ebbans road, Apsley quarry also frogmore road. This is having such a traffic impact on st Albans Hill, The Albion road through apsley . Surly we residents that live in Sempill Hill road and sounding areas don't need any more development. safety must come first, such a huge impact on the environment in such a short over developed road already.</p>
<p>82 Sempill Road Hemel Hempstead Hertfordshire HP3 9FW</p>	<p>I object to this firstly for the parking in the area. Parking on Sempill Road is very difficult which causes a lot of issues. Vans and cars have to park on the corners which make it very dangerous travelling along the road as you cannot see. This development will add to this issue .</p> <p>This will also had increased traffic along the road. Cars often speed along this road which makes it dangerous due to visibility issues and especially when there are a lot of children living on the road. It will also have impact on the local environment and animals and birds that live in the area.</p>
<p>27 Ivory Court Hemel Hempstead Hertfordshire HP3 9YJ</p>	<p>I'm afraid we don't have a home computer so obviously don't have the internet so can't register our comments, but wish it known that we support you and object to these plans. The road cannot cope with the amount of traffic and parking at the moment. Cars often have to reverse up the hill to let one up, for one example.</p>
<p>59 St Albans Hill</p>	<p>Hi I've just found out that the council propose to knock down the</p>

<p>Hemel Hempstead Hertfordshire HP3 9NQ</p>	<p>garages and build houses?As much as I agree to building social housing to find out from a resident and not being told by the council is disgusting?I rent a garage along SEMPILL due to lack of parking where I live ST Albans Hill.</p> <p>I totally object as this will cause a very big parking issue for the residents of St Albans Hill.There is literally nowhere to park along St Albans Hill and I know that most people who rent live along St Albans Hill me being one of them.Have you thought where we will park our cars?Was this given a thought when this was being planned?When was you going to tell us the garages were being knocked down?Will you offer residents alternative garage to rent?I think it utterly disgusting that no letters have been sent or alternative garages offered?</p>
<p>24 Sempill Road Hemel Hempstead Hertfordshire HP3 9PF</p>	<p>Could you please explain how money has been spent on architects plans and drawings, surveys and painted areas at both garage sites, and now metal fencing has appeared. If no decision has been made, WHY?. It would appear that the development has already been signed and sealed. You go through the due process of consultation, hoodwink the residents by totally ignoring their objections and go ahead with the development. Would that now leave the council open to any damage claims to vehicles from construction vehicles and debris left on the road</p> <p>Could you please explain how money has been spent on architects plans and drawings, surveys and painted areas at both garage sites, and now metal fencing has appeared. If no decision has been made, WHY?. It would appear that the development has already been signed and sealed. You go through the due process of consultation, hoodwink the residents by totally ignoring their objections and go ahead with the development. Would that now leave the council open to any damage claims to vehicles from construction vehicles and debris left on the road</p>
<p>90 Sempill Road Hemel Hempstead Hertfordshire HP3 9FW</p>	<p>My wife and I are challenging this application for the following reason:</p> <p>At 4pm Friday 1 Jan 2021 I counted 108 cars parked on roadside and hardstanding including 7 cars parked on the hardstanding behind the St Albans Hill houses. The parking in Sempill Road has become a hazard as cars park at the junction of Sempill Road and St Albans Hill end and at the top corner which makes passing difficult as visibility is a problem. The development will create more parking problems during demolition of the garages during building work, especially for the residents at the East end of Sempill Road. Where will the garage users park their cars when the garages are demolished? ?Once the flats are built, there will be more traffic flow and longer term more parking problems.</p> <p>Also we will experience more problems due to road blockages when recycling vehicles, delivery vans need access. There is no room to pass due to parking and this problem will increase in future years.</p> <p>We are opposed to this development as it will create major parking and access problems in Sempill Road.</p>
	<p>It is with disappointment that I am writing to you to object to planning application: 20/03734/FUL and 20/03735/FUL. I object to these</p>

applications on the following grounds:

1. Due consultation and notification processes have not been followed.
2. Inadequate considerations of parking and road safety impacts.
3. Ecology report does not consider impact on all local wildlife in the area.
4. Development design does not follow the Sempill Road development plan.

Outlined below are further details of my specific objections and concerns with the proposed development.

Not following due consultation and notification processes as outlined under The Town and Country Planning (Development Management Procedure) (England) Order 2015.

The above-mentioned order clearly outlines the notification processes and procedures that must be followed for planning applications, unfortunately in the case of applications 20/03734/FUL and 20/03735/FUL these processes have not been followed. As a local resident I pass the proposed developments most days. At no point has a sign been visible for the period of 21 days outlining the proposed development. Furthermore, I do not believe that all impacted neighbourhood residents have been engaged. It was only by chance that I became aware of this development through a conversation with neighbour and as an effected party by the development I am disappointed not to have been contacted by the council planning office considering the development. I therefore do not believe there has been the necessary engagement, notification and consideration of neighbours views to complete and effective neighbourhood consultation. It is also disappointing to see that the consultations period is being run in tandem with a period where residents are under a tier 4 lockdown and are not able to meet to discuss the proposal together. I therefore request that planning considerations are delayed until such point that the correct and due process can be followed effectively.

Inadequate considerations of parking and road safety impacts

The planning application inadequately considers the impact the development will have on parking and road safety of Sempill Road. Parking on Sempill Road is already a problem that Dacorum Borough Council are aware of and attempted to address with the construction of additional parking spaces. This attempt to address and existing issue was inadequate and has actually made the parking situation worse as cars now park half in and out of the bay extensions previously provisioned. This impacts me as a resident as I can no longer exit my vehicle from my drive way without crossing on to my neighbours drive way. In effect if my neighbour uses their drive way my vehicle is actually blocked in due with protruding vehicles. This is not the only case on the road of congestion causing vehicles to be blocked in and you can frequently see double parked and blocked in cars across on the road. The removal of the garages from the road and the provisioning of additional housing which will in turn bring more vehicles to the road will only exacerbate the existing issues impacting the area.

The Supplementary Planning Document Development Brief for Deaconsfield Road (Sempill Road) 2005 clearly identified such risks associated with developing Sempill Road. Firstly, the report outlines in section 4.27 that Sempill Road is too narrow for packing to take place on both sides of the street but increasingly this is happening and

vehicles are parked on front lawns and council owned grass areas due to the overcrowding of parking (photos can be provided if necessary). Sections 4.28 & 4.24 outline both that a new footpath would be implemented and that street parking would be designed such that parking would not dominate the street scene neither of these have been maintained in the plan and they now represent a safety issue on the road. Cars are frequently parked on corners creating blind corners in which there have been accidents, young children have to cross roads between parked vehicles to get between their houses and a public foot path. Increasingly there are long wheel based vehicles on the road including vans and commercial vehicles that obstruct the highway. It should also be noted that residents on St. Albans Hill who do not have a parking provision without blocking their road frequently park on Sempill Road which further strains the road parking. Emergency vehicles and council refuge services have to block the whole road when servicing the area as do commercial deliveries.

Development that has taken place to date has over saturated Sempill Road, this can clearly be seen based on a survey of the area being performed on a weekday evening or weekend when the a majority of residents are at home you can compare this back to the parking photos in the 1991 Sempill Road Development Plan. Clearly the demolition of the residential garages will only make this problem worse. It would be more appropriate to make use of this land to alleviate the current parking issues on the road and improve road safety and the to use the land for further development. Statements that the garages have "become either disused or underused" in the planning application are inaccurate and if this is the case the land should be used not for housing development but to create parking for existing residents of St. Albans Hill/Sempill Road which I understand has been requested by other residents, who have also requested access to make use of garages.

Ecology report does not consider impact on all local wildlife in the area

The developers Ecology report does not consider all local wildlife in the area, it has made no mention of the local foxes that will be impacted by the development. As you will be aware foxes are classed as wild animals and not pests. The council has no statutory powers of legal rights to eradicate foxes on private or other land. Given report does not even mention local wildlife that the many residents are aware of and frequently see, I do not believe this survey has been performed with the necessary care and attention to the local environment.

Development design does not follow the Sempill Road development plan

The proposed development design does not meet the Sempill Road development plan of 1991 which states in section 4.29: "If the area of land to the rear between 120-122 Deaconsfield Road and rear of 97-103 St Albans Hill comes forward for redevelopment, alternative parking provision must be made on-site, to compensate for the loss of the garages." Simply put the designs do not adequately compensate for the demolition of even 10 of the 46 garages that are being removed under the two plans, instead the properties are provisioning parking for the residents on the new properties. Furthermore the development plan states that off street parking that is provided for the properties must be located behind the building line which is not the case in these designs and is not in line with existing property developments in which drive

	<p>ways have been provisioned for off-street parking. As a result section 4.28 is being contravened which means that car parking is dominating the street scene.</p> <p>I kindly request that planning permission should be denied until such time that the above issues addressed.</p>
<p>45 Sempill Road Hemel Hempstead Hertfordshire HP3 9PF</p>	<p>Having been informed of your plan's for Sempill road . I have been living here for 45 years seeing car's taking over making parking a problem .The planned building is just crazy more car's and no spaces. No Driveway's lost parking when new houses came along , most of them have 2 or more cars reducing spaces. The best way to describe Sempill road is a FULL CAR PARK. Scary what you have Planned with no thought for the Residents. My car is in a garage I have rented for a good few year's. So with your plan's car's from garage's will park in Sempill Madness. WE NEED SPACE'S NOT MORE HOUSES AND CARS.</p>
<p>87 Sempill Road Hemel Hempstead Hertfordshire HP3 9FW</p>	<p>Sempill Road in its entirety suffers from a lack of parking based on the number of properties already situated on the street. Despite the council increasing bay sizes this has had no effect on easing the issue. Adding additional properties at either end of the street will cause added strain to the situation.</p> <p>Access is already difficult with there being no passing places on either bend to allow for traffic to move in both directions easily. Adding construction traffic will make access even more difficult.</p> <p>There have been various accidents on the junctions over the last few months as a result of increased traffic and road closures on St Albans Hill. Access egress issues from the South end of Sempill Road onto St Albans Hill is currently High risk due to vehicles parking on or around the junction with St Albans Hill. There is already a blind spot in respect of oncoming</p> <p>traffic from the roundabout at Belswains Lane which is further exacerbated by frequent flooding. Additionally, traffic speed travelling from the ski centre makes it difficult for people wanting to exit Senlill Road. Improvements need to be made to the existing road layout before more properties can be considered otherwise it is likely further incidents will arise with the additional of construction traffic and the need for further road closures.</p> <p>The majority of properties in the street house children. Allowing more vehicles and construction traffic passing through the street increases the risk of accidents on an already busy road.</p> <p>Previous applications by residents to increase boundary lines for additional parking requirement have been rejected resulting in people parking on the highway, destroying land and making it impossible for delivery vehicles and emergency service vehicles to gain sufficient access to properties on the road.</p> <p>The proposed development will restrict current properties view leading a loss of light and having a detrimental effect to the privacy of existing residents at all angles. Construction noise will also have a negative impact on people due to increased home working.</p>
<p>104 Sempill Road Hemel Hempstead Hertfordshire</p>	<p>I am writing to you concerning the Sempill Road Garage Sites Development Proposal of which we just found out and I would like to make an official complain as this affects us directly.</p>

HP3 9FW

Together with my family we recently moved to 104 Sempill Road from London with hope to find peace, quiet and green spaces - something that you don't find anymore in London.

As a matter of urgency I want to ask you and your team to revise the decision you made regarding the demolition of 10 residential garages for only 4 new flats.

My request is based on the following:

1. You have failed to communicate these proposals to all residents of the community that will be affected by these plans

2. Road Access - simultaneous on both ends of Sempill Road will create traffic flow congestion due to the large site vehicles that will be involved in demolition and construction

3. Parking - demolition of these garages will bring more chaos for parking in an already heavily congested area, parking is at a premium and is unclear how the area will absorb this extra influx of vehicles as a result of no longer being able to park in the garage unit

4. Impact to Wildlife - ecological assessment shows for example no record of community of foxes in the area as well as danger to other animals

5. Rainwater Drainage - Sempill Road currently floods St Albans Hill due drains being blocked and the dirt and debris from construction will further block any open drains

6. Construction Disruption - large site vehicles will cause roadblocks on both sides of Sempill Road which is already narrow from car parking congestion

7. Over Development - the area has been heavily developed from what was once gardens and allotments

8. Impact to Residential Property Values - what will the construction of social housing do to property values as well as further reduction in parking spaces

9. Improvements Required to Local Infrastructure to support such new developments

10. We bought this house specifically because it has views and green space around the house

11. The noise - it will be an absolute nightmare and an impossible job to do my work during these difficult times when Covid-19 is happening.

	<p>I trust that I can count on your cooperation to revise and resolve this matter promptly. Looking forward to hearing from you.</p>
<p>30 Sempill Road Hemel Hempstead Hertfordshire HP3 9PF</p>	<p>As a resident of Sempill Road for 20 years I would like to raise my objections to this development.</p> <p>Firstly I was disappointed to read in one of the documents attached to this proposal that the consultants hadn't even got the name of the road correct. McCloy who have done the flood risk report have written the whole report as SEMPHILL Road. I would have expected professionals to have spelt this correctly and for the council to have paid enough attention to have noticed this.</p> <p>The access into Sempill Road from St Albans Hill on both the east and west sides is extremely narrow and with the parked cars on one side leaves the road one car wide. Cars also have to park on the sharp bend opposite your proposed development, on the access road causing huge issues with visibility. As the road is not one way vehicles are constantly meeting each other head on and this forces one driver to reverse back. This is either up to the main part of Sempill Road or down onto St Albans Hill a very busy main road. This is extremely dangerous and has led to accidents. Yet on your plans you have no provision to alter this access or widen the road to address this. With more cars accessing the most awkward part of the road this is going to make the road even more dangerous.</p> <p>I note you mention the refuse collection will not be from Sempill Road due to access issues which is very interesting. As you will note on the grass verge on the left hand side of the road there are huge grooves in the grass (sadly you didn't take a picture of this). This is where the dust cart cannot get up the road due to parked cars and has to mount the kerb to get round. With more cars parking on this part of the road it will only make it more difficult for them to access.</p> <p>You mention in your report that the main issue for the houses in St Albans Hill is being overlooked. Yet you fail to recognise the lack of parking they have that impacts on Sempill Road. These houses do not have any off road parking which means that both west and east ends of Sempill Road are used by these house holders to park their cars. As you progress further into Sempill Road the residents of St Albans Hill have added gates in their back fences which allow them to park their cars in our road and then access their properties via this gate. Another factor your report has failed to take into consideration.</p> <p>I also note you say these garages are under used. On speaking to residents in the road many confirmed they are currently renting the garage as they had nowhere to park. Can you please explain where these extra vehicles will now park? Residents have also asked to rent garages but the cost was too high and the council would not reduce this and would rather they remain empty.</p> <p>Sempill Road has already been extremely over developed with the</p>

addition of multiple houses built in the back gardens of properties in Deaconsfield Road. Despite objections and petitions from residents the council went ahead with the assurance of adequate off road parking for the new builds. Sadly this has not been the case. Despite having the ability to park two cars on their driveways because some of them are not level these properties all choose to only use one space. This means the other vehicles are all parked in the resident's bays. The idea of one car per property is at best unrealistic. Currently all of the new build houses have more than vehicle including one house that has four cars and a milk float. Only one is on their drive.

Following more petitions we were able to get the council to remove some of the grass verges and turn them into parking bays. These were supposed to be for the residents of the houses which had no driveway parking. However as I have said these are being used by the residents of the new build properties. When the council put in the parking bays they did not paint any white lines indicating spaces. As the road is narrow cars park diagonally however, no lines means cars park at opposite angles and leave large gaps taking up even more parking spaces. Despite asking the council still will not put the lines in.

Your report on flooding indicates it will not be an issue as they have gone on line and seen there is no reports of flooding. However, I have contacted the Highways agency and the council as when it rains the water floods the drain by our house and pours down the hill. The highways agency refuse to come out as they do not consider this to be a problem and according to their records the drain does not exist. The cause of the flooding is the drain is blocked by builder's waste which was flushed down the drains by the developers when the new build houses were erected. The addition of more cars parking on the remaining grass verges means there is no natural drainage. Because of the amount of vehicles in the road when it rains the water collects at the bottom of the road where it joins St Albans Hill. I doubt this is ever reported and won't appear in online searches.

The provision of parking spaces per new build is inadequate despite it being the correct calculated amount. Your recent development of flats in St Albans Hill is a prime example of where the allocated parking is completely inadequate. The car park is always full which means the residents are then forced to park on St Albans Hill outside of the flats entrance. This clearly shows your perfect ideal of one car per new build certainly does not exist so where will the overspill of cars park? Yes in Sempill Road on the main entrance opposite the original houses.

The residents of the original houses have repeatedly asked for the grass areas in front the blocks to be removed to provide more parking but have been told it's too expensive to do and maintain. Yet you will be gaining even more income from the renting/purchase and council tax on these properties. Some of this needs to be put back into the main road. Removing these grass areas will allow us to park our cars in front of our houses leaving space in the main road. Surely this is the answer to the problem we are and will continue to have if this development goes ahead. The claim regarding maintenance being an issue is irrelevant as the road has certainly not been maintained. At the moment we have pot holes in the road and in some of the blocks the brick wall is collapsing. Can you please provide us with a date you did any

	<p>maintenance work?</p> <p>The infrastructure and capacity of the road was never designed to take the massive increase in cars driving in and parking in the road. We have had the constant upheaval of pavements outside our houses being dug up to lay new cables/pipes etc. often causing issues with our own utility supplies. Pavements have been left uneven and dangerous.</p> <p>This new development is ill thought out and done without any understanding or knowledge of the existing road and the challenges the house holders face. Having lived in my house for 20 years Dacorum have only ever sought to add more and more houses, never amending the existing the infrastructure which cannot cope anymore. This once nice quiet road is now completely congested and not a nice place to live anymore. As per normal, the road has not been assessed at a time which clearly shows how the residents are struggling with access and parking. Something you need to address before making any final decision. While I understand the need for affordable housing this policy of putting houses in any space without any thought for the impact on the residents is not the way the council should proceed.</p> <p>I am completely opposed to this development and I have contacted my local MP and councillor to let them know about this as well.</p>
<p>46 Sempill Road Hemel Hempstead Hertfordshire HP3 9PF</p>	<p>I object to more houses being built in Sempill Road. There is already extreme difficulty to find a parking space without more homes being built in this area. It will be more dangerous as people are having to already park on corners to get a parking space and so this causes blind spots and accidents. Children walk to school from this area and it is a cause of concern that there will be even more vehicles trying to park or drive away from this tight and packed road full of cars. The area is very built up and there is lack of space at both ends of Sempill Road. I do not feel this is a safe plan at all and should be looked at again.</p>
<p>11 St Albans Hill Hemel Hempstead Hertfordshire HP3 9NG</p>	<p>Dear Sirs,</p> <p>I wish to object to the proposed development of both parcels of land (currently garages) in Sempill Road to Residential properties</p> <p>Firstly I do not think that all local residents have been fully consulted-I live <100 yards from one of the set of garages and have never received any communications.</p> <p>One of my biggest concerns is further congestion of what is already a densely populated area where car parking is already at a premium. You can clearly see that people are having to park in St Albans Hill partially blocking pavements and creating traffic flow issues as simply there is not enough parking in Sempill Road.</p> <p>The traffic flow along St Albans Hill can often be an issue because of the need for residents of St Albans Hill & Sempill having no alternative but to park there which causes issues for pedestrians and especially families with prams. Just goes to illustrate how overcrowded the are already is.</p>

	<p>I live in St Albans Hill and I am also concerned that pedestrian access at the back of my house will also be potentially blocked due to the development of the "East" site.</p> <p>As mentioned on other objections Sempill is often subject to flooding and another development will also add to this existing issue.</p> <p>Finally, as a home owner there will of course be a detrimental impact to local property values if social housing is introduced to an all ready very densely populated area</p> <p>Please acknowledge my objections</p>
<p>30 Sempill Road Hemel Hempstead Hertfordshire HP3 9PF</p>	<p>I am writing to strongly object to the proposed development of the garages in Sempill Road Having been a resident for 20 years I seen continual development at the detriment to the original residents. The infrastructure of the road has never been altered to accommodate this increase in house building and now it is at a critical point. I work night shifts which should mean I miss the main parking issues but this is not the case. In fact for me it is even more difficult. I have constantly been blocked in but double parking and been unable to find the owners of the cars. Indeed at times I have had to call the police to get the vehicles moved, a complete waste of their time, just so I can go to work. Then when I return home because the road is completely full it is impossible to find space to park and I end up parking a street away from home.</p> <p>As you drive in or out of the road regardless of which entrance you use the parking along one side of the road means it is a blind spot as you leave or come in. Residents have to reverse back on to St Albans Hill which is a busy main road and there will be accidents.</p> <p>We have repeatedly asked for the grass verges in front of our homes be removed to make parking but the council continues to refuse to do this due to costs. However a drive or walk along the road shows numerous pot holes and cracks in the road from the previous house building where the road was dug up to accommodate new utilities, all never maintained.</p> <p>The idea of one space per home is completely unrealistic and outdated. At least three of the homes in my block are rented out by the room which means one house has three cars. A family can easily have at least two cars if not three so where do these extra cars go? Then add in the extra cars in the road which have been thrown out the garages and that means even more. Cars are already parking along St Alban's Hill now making it impossible for two cars to pass through at the same time. This is made even worse by the new flats which don't have enough parking and the residents are now parking on St Alban's Hill as well.</p> <p>The recent heavy rain has caused a huge flood at the bottom of Sempill Road which according to your consultant does not exist or happen.</p>

	<p>Clearly the council knows it does as a flood warning sign was put by it. It's about time that you actually visited the site at the sensible time and spoke to residents to see the challenges faced before submitting ill conceived plans.</p> <p>You cannot even imagine the disruption and upheaval this development would cause the residents and this will only cause even more bad feeling towards the development.</p> <p>There are new developments on Durrants Hill and Two Waters Road which are both social housing how many more can you add to an already over populated town? A search for a flat to buy brings up pages of social housing so there is clearly a good supply. The councils idea of putting houses on any scrap of land they can find is more about the money it generates than actually what damage it does to the current community.</p> <p>Enough is enough! Object Object Object!!!!</p>
<p>18 Sempill Road HP3 9PF</p>	<p>I have been informed by one of my neighbours in Sempill Road of the proposed developments on the garage sites, I have not received any notification from the council re this, should not all residents have been informed of this in a timely manner to be able to raise any questions or objections? I have been unable to raise my questions via the Dacorum website due to IT issues.</p> <p>I have various concerns about the development please see points listed below:-</p> <ol style="list-style-type: none"> 1. Parking - the demolition of 46 garages will bring more chaos for parking in an already heavily congested area, at the moment I'm lucky if I manage to get parked anywhere near my house. Parking is at a premium and it is unclear how the area will absorb this extra influx of vehicles as a result of no longer being able to park in the garage unit. 2. Impact to Residential Property Values - what will construction of social housing do to property values as well as further reduction in parking spaces. From my point of view I can only see this affecting the resale my property in a negative way. 3. Road Access - simultaneous on both ends of Sempill Road will create traffic flow congestion due to the large site vehicles that will be involved in demolition and construction. 4. Rainwater Drainage - Sempill Road currently floods St Albans Hill due to drains being blocked and the dirt and debris from construction will further block any open drains. 5. Construction Disruption - large site vehicles will cause roadblocks on both sides of Sempill Road which is already narrow from car parking congestion. 6. Over Development - the area has been heavily developed from what was once gardens and allotments.

	<p>7. Impact to Wildlife - ecological assessment shows for example no record of community of foxes in the area as well as danger to other animals.</p> <p>8. Improvements Required to Local Infrastructure to support such new developments.</p>
<p>19 Sempill Road Hemel Hempstead Hertfordshire HP3 9PF</p>	<p>I strongly object to the proposed development on Sempill Road, due to the over development already causing issues in Sempill Road with traffic, overcrowded parking and poor road maintenance.</p> <p>As a resident of over 20 years, I am extremely concerned about the decrease in road safety caused by the proposed new developments. The lack of adequate parking provision for the proposed new properties is also a great concern. Demolition of garage blocks at either end of the road will increase parking issues which are already at breaking point. Demolition and construction traffic will cause further damage to the road surface. Increased traffic will make access and egress to this narrow, congested once quiet residential road more dangerous.</p> <p>The last development which used the gardens from Deaconsfield Road has already placed extra strain on the limited space available in the road as the residents from the new builds don't use their driveways as intended, generally parking one car on their drive, and up to 3 other vehicles on the road. Vehicles from St Albans Hill residents park in Sempill Road due to having no off street parking outside their homes. The vast overcrowding of vehicles makes effective and safe pedestrian use of the pavements in Sempill Road almost impossible.</p> <p>Before granting any further planning applications for increasing residential properties and decreasing the availability of parking in Sempill Road, I strongly suggest the planning committee visit the road one evening or weekend to properly assess the situation.</p>
<p>39 Sempill Road Hemel Hempstead Hertfordshire HP3 9PF</p>	<p>I think this is a terrible idea it will increase traffic on a already busy residential road. Over crowd the roads with more vehicles where there is not enough space for as it is. Make it more dangerous for children to walk down the streets as will be dangerous crossing roads with vehicles parked everywhere. The added cars to be parked on the road from the garages that are currently storing them. Even if you allocate parking for this new development chances are each house will have more then 1 car and will take up more parking on the roads. Why not make more parking outside the houses where the green and the over grown trees are as these trees are more damaging to houses roofs and gutters</p>
<p>Thornhill Barnes Lane Kings Langley Hertfordshire WD4 9LA</p>	<p>NOTIFICATION Poor communication with the residents of Sempill Road and St Albans Hill. Only a limited number received postal notification these proposals and many residents reported that they were completely PARKING Parking on north side is treacherous in the Winter due to the slope</p>

when parking in icy conditions disallow parking for fear of sliding down and across the road.

In really bad weather cars, vans etc can't drive up Sempill so we they park up all along St Albans Hill. Congestion of cars at peak times make the bend dangerous to navigate.

Cars park on the bend which makes visibility 'around the corner' impossible.

It would appear that there are numerous 'abandoned' cars left. Despite these being reported Dacorum have made no attempt to remove them.

At times when cars or vans drive up or down Sempill, it's a blind bend

There are more than 100 houses on Sempill Road and a further 28 houses on the northern side of St Albans Hill with no spaces for parking at all. These residents park in the southern recesses on Sempill Road and gain access to/from the rear of their own properties. With only 150 on-road and off-road car parking spaces this amounts to only 1 space per dwelling. When larger work vans further limit spaces this falls to below 0.8 private car spaces per dwelling.

CONGESTION

Congestion on Sempill Road at west and east is already very poor due to the cars parked on the bends thereby making the road effectively a narrow single carriageway. Cars having to reverse up/down the hill on the bend has resulted in numerous accidents. There have also been a series of incidents with cars reversing back onto St Albans Hill. incidents. Residents with larger vehicles present even more problems are precluded.

Large public service vehicles have great difficulty navigating the narrow road at either end caused by cars parked on a single side of the Road.

Larger construction vehicles will further exacerbate the existing conditions.

unaware of notices on the surrounding lampposts.

OVER DEVELOPMENT

Houses on the northern side of Sempill Road have parking for 2 spaces but due to the cars parking behind each other some residents parking on the other side of the road, putting more pressure on available spaces.

FLOODING

Sempill Road currently floods St Albans Hill due to drains being blocked. Dirt and debris from construction will further block any open drains.

INFRASTRUCTURE AND POLLUTION

There is no indication that increasing the number of houses by 10% in Sempill Road will increase the infrastructure of the area by any means. With so many increased vehicle movements every day the impact on pollution is likely to be significant. With Dacorum Borough Council's 's pledge to reduce carbon emissions this development will do nothing to contribute to this target.

SUMMARY

Sempill Road is extremely congested at all times of the day and evening. The impact of losing a total of 46 garages and a potential increase in further 20 cars to be parked will have a massive negative impact on living in this area.

The principal issue for this area is the lack of available parking.

	<p>Suggestions for improving parking include: Diagonal indicative lines would help with more efficient parking by residents. Repair the low walls in the 3 parking recesses areas. Extend and formalise the parking in the recesses particularly the northern most space.</p>
<p>33 Sempill Road Hemel Hempstead Hertfordshire HP3 9PF</p>	<p>I am a homeowner on Sempill Road and am objecting to the proposal of demolition of garages and building of houses on Sempill road at both proposed garage sites. This application in practice would result in over development of the road and area and overload the parking and traffic situation in this area.</p> <p>Sempill road was not built to handle this proposed over development, Sempill road was originally 61 houses the council have seen fit to allow this to increase to 104 properties coming from the majority of Deaconsfield road houses selling off part of the rears of their properties gardens to be turned into housing on Sempill road, houses 62 - 104. Whilst the council planners also didn't enforce that the housebuilders for houses 62 to 104 make all houses have to have driveway parking for 2 cars minimum and instead just 1, most households have 2 cars and many households multiple vehicles so now these extra vehicles are on Sempill road. You also have the fact that Sempill road is used for parking for many St Albans hill households as they do not have driveways or road parking. The garages which are currently used by vehicles these vehicles would then need to park on Sempill road if garages demolished. The new houses would bring more vehicles than the 1 parking space you are giving these 2/3 bed houses. Sempill road also is used by some Ivory court households for parking. Also looking at the plans some current areas of parking behind St Albans hill houses off Sempill road would be removed again these vehicles would then want to park on Sempill road. Put all these things together and it should be clear that the road is already at maximum and these plans would clearly result in overdevelopment of the road and overload the parking and traffic on the road as clearly the plans reduce current parking and increase vehicles onto the road.</p> <p>There has already been previous requests by Sempill road residences for the council to provide more parking on the road, suggested was taking out the 3 middle section greens/grass areas on the road and replacing with a driveable surface which would allow driveways and additional parking to ease the strain on Sempill road. As households these days have multiple vehicles. Yet the council said no at the time and now see fit to try and increase the number of vehicles on the road by planning 10 houses and reducing/removing current parking and garage parking this is madness.</p> <p>I also object to these planned houses as clearly they are not in keeping with the area and will result in a loss of privacy and light to many properties on sempill Road, st albans hill and ivory court.</p> <p>Also please be aware that many peoples comments section objections are objecting clearly to both planning proposals, the 6 house on the 36 garage site and 4 houses on the 10 garage site even if only commenting in the 36 garage/6 houses page. so please process these</p>

	<p>objections rightly to both plans on Sempill road. I am appalled that you would separate these two plans when they are clearly linked. I am appalled that you have only posted to a small percentage of houses any information regards these plans in the area and has only been by chance I found out these plans but then I am sure if you had written to all relevant houses on Sempill, st Albans roads and ivory court you would get a resounding objection. Also as mentioned by others and I agree to have these plans up for such little time to be opposed or seen is not right at anytime but definitely not during tier 3 and 4 restrictions on movement and secondly the fact that so many people involved are not available for questioning and off for Christmas/new years involved in this regards the council and planning is very wrong.</p>
<p>31 Sempill Road Hemel Hempstead Hertfordshire HP3 9PF</p>	<p>Dear Sir/Madam,</p> <p>I want to raise my concern for this planning application because the parking situation at shared parking bays is very awkward on Sempill Road for residents. Some non-residents park their cars/vans at shared parking bays because they can easily gain access from nearby area, the 4 new houses proposed in this application would only make the situation worse. Furthermore, this can cause safety concerns as you might be aware that a serious accident happened last year, and multiple parked vehicles were damaged. Last but not least, when I come home from work, it's depressing that sometimes I have to drive up and down the road to find a parking space. I hope you can understand the inconvenience and frustration it would bring to current residents, and take that into consideration, thanks a lot.</p> <p>Dear Sir/Madam,</p> <p>I want to raise my concern for this planning application because the parking situation at shared parking bays is very awkward on Sempill Road for residents. The 4 new houses proposed in this application (together with other 6 new houses in another application reference no.20/03734/FUL) would only make the situation worse. Furthermore, this can cause safety concerns as you might be aware that a serious accident happened last year, and multiple parked vehicles were damaged. Last but not least, when I come home from work, it's depressing that sometimes I have to drive up and down the road to find a parking space, I hope you can understand the inconvenience and frustration it would bring to current residents, and take that into consideration. In my opinion, I would like to object it, thanks a lot.</p>
<p>37 St.albans Hill Hemel Hempstead Herts</p>	<p>First of all I would like to repeat the invitation from Mrs ##### for the council to come and view the area for themselves to see at first hand the congestion in the area. However I feel that no one will do this so I have taken the liberty to bring the area to you. Please find a video tour I have uploaded to YouTube taken by myself last night of Sempill Road highlighting the issues faced in the area with parking congestion - https://youtu.be/FVoU6tH5ghQ</p> <p>Footage starts at Sempill Road/St Albans Hill showing the parking congestion towards garage site labelled as West, it shows how narrow the road is for single vehicles to pass which is much more difficult when 2 standard vehicles meet head to head which is going to be impossible</p>

and create severe disruption with large site vehicle trucks if plans are approved. The footage shows the car parking area at the base of the West garage site and how it is used by the community, I have shown that the entry to the area is narrow and will not be suitable for bin collection trucks as per the proposed plan to have a bin store area at the rear where the public access path is. You can see vehicles are parked alongside the verge of the bottom 2 garages where parking bays for the social housing are being proposed, parking here will no longer be possible therefore adding more congestion onto Sempill Road along with the loss of the 36 garages that the residents park their vehicles in overnight. From the car parking area the footage continues up Sempill Road to the sweeping right turn with Ivory Court to the left, you can see that residents park all the way along the road, I turn to show the visibility is poor when vehicles are traveling in both directions to one another on this bend which will be more of a concern and dangerous if demolition and construction occurs, from here the footage continues along the long straight towards the secondary garage site East.

As I walk along you can see how congested the road is with vehicles parked diagonally all the way along the road, there are no free spaces for more cars to park in the area and access continues to be narrow as from the start of the road. You can see in some areas that vehicles are doubled parked which makes it extremely difficult for residents to simply move their car as they are boxed in and then need to coordinate with neighbours to move their cars so that they can exit. The footage ends as I approach the East garage site having walked almost the entire length of Sempill Road showing the parking congestion in the community. It is clear that the area is heavily congested and can not absorb the loss of the garages and more cars looking to park in the area. The area has been overdeveloped and it is not acceptable to continue to do so.

In the attached document you will see evidence of how the area has been developed in recent years. When viewing the Title Plan for my property I can see that Sempill Road was once an area of green space from the rear gardens of Deaconsfield Road, land that has been sold and developed on with new dwellings all fronting to Sempill Road. Also in addition it is evident of further local development by the demolition of a public house and residential properties to build 3 blocks of flats, all that were provisioned with parking that has proved to be inadequate with residents being forced to park on St Albans Hill creating further congestion on a busy main road, something that will only increase with the loss of the 2 garage sites as residents congest the area further due to parking needs.

I would also like to share that the local paper has also written an article on how these plans and concerns from the local community which can be read here - <https://www.hemeltoday.co.uk/news/people/residents-object-plans-new-homes-hemel-hempstead-3081649>

	<p>In addition from word of mouth there seems to be issues with the Dacorum web site when registering comments and the site is failing to either show registered comments or allow you to register your comments. This seems very convenient in the benefit of the council to make it appear that there is very little objection to the plans, therefore I have been advising the community of these technical issues which seem very underhanded and for them to contact you all directly to ensure their opinions are heard.</p> <p>As there seems to be a false opinion from the council that these garages are underused and as previously communicated I had tried to lease a unit in Nov 2019 and was not able to find any vacancies if the council wish to dispose of these sites then offer the existing tenants the option to buy the unit from you? Following this the second phase would be to open the option to purchase a unit to the local residents as I for one will be more than happy to purchase a garage for parking my car in. I will write you a cheque today as I am sure many other residents would do also. Let me know your price?</p> <p>One final comment regarding the flooding that occurs on St Albans Hill as a result of the surface water streaming down Sempill Road which is known as hot spot 26 in the Dacorum Borough Surface Water Management Plan I believe from my records I reported this issue on the 21st November 2019 ref 610396 to which no response was received.</p>
<p>Flat 2 Windsor Court Corner Hall Hemel Hempstead Hertfordshire HP3 9AW</p>	<p>Dear Sir/Madam,</p> <p>I wholeheartedly object to this planning application. The plans have been put together with little thought or consideration for the existing local residents, or the residents that the development will bring to the area.</p> <p>Firstly, parking on Sempill Road is already horrendous and poorly planned. Poor planning from the council when these houses were built didn't take into consideration the increased car ownership that has been seen over the course of the last few decades. Cars are now strewn all over Sempill Road, often blocking footpaths and resulting in pedestrians, including elderly people and children, having to use the road to walk past parked cars. This is a direct result of poor parking provision on the existing site, not even taking into consideration the new proposed development, that will actively remove parking, and fail to replace it. This will increase the health and safety risks to pedestrians and local residents who will be forced to park in precarious positions, as well as use the road to walk. Residents from the wider area are already parking on St. Albans Hill, Sempill Road and the junction between the two, it is currently a real hazard to road users and pedestrians. Additionally, I believe access to Sempill Road will be so effected, emergency vehicles such as fire engines and ambulances may struggle to navigate the road when all the cars are parked on the street at night. The development proposed by the council will only enhance this hazard.</p> <p>I would also like to raise the health and safety issues that any development work will have on the local residents. There are a number of elderly residents and children who will live within close proximity of</p>

	<p>the site. Where is heavy machinery going to be kept? Where are building materials going to be kept? It is going to be a health and safety nightmare and should the work go ahead, it would be a calamity for the council if someone got injured given the number of objections being raised with very valid concerns for peoples safety. The council would be 100% responsible.</p> <p>Also, the noise pollution will be considerable. In a time where people are actively being told to work from home due to Covid-19 there are increased numbers of people doing just that. Their work life and ability to their job will be negatively effected due to noise pollution with heavy machinery and building work on their front doorstep. The plans being put forward by the council are actively going to effect peoples ability to work from home and encourage people to go back to offices and making unnecessary journeys.</p> <p>Also, the removal of grass areas to enable the development will increase water run off from rain and snow. The area is already prone to flooding with heavy rain and with the removal of grass areas the run off of water from the top of Sempill Road will be considerably more. The development will increase the level of road flooding on St. Albans Hill.</p> <p>In summary, these are ill conceived plans by the council with very little thought for local residents, new residents and a total disregard for peoples quality of life, as well as increasing hazard and health and safety risks that may well result in someone getting seriously injured, be that from the development work itself or the increased traffic and parking.</p> <p>I would implore these plans to be reconsidered and a better, more beneficial development be considered at a more open space where the council will actually be able to provide housing with a good quality of life, rather than shoehorning in several houses to an already overpopulated area, negatively effecting all that live there.</p>
<p>69 St Albans Hill Hemel Hempstead Hertfordshire HP3 9NQ</p>	<p>Object to this development. Parking and social infrastructure will be impacted . Totally unsuitable</p>