

ITEM NUMBER: 5b

21/02607/FUL	Conversion of existing 4 bed detached house to 4 self-contained flats.	
Site Address:	9 Neptune Drive, Hemel Hempstead, Hertfordshire, HP2 5QQ	
Applicant/Agent:	Ryan Housing Ltd	Mike Crisell
Case Officer:	Nigel Gibbs	
Parish/Ward:	Highfield	
Referral to Committee:	Call-in by Ward Councillor Sammy Barry on basis of "overdevelopment in residential area"	

1. RECOMMENDATION

1.1 That planning permission be granted.

2. SUMMARY

2.1 No. 9 is located within an established residential area of Hemel Hempstead wherein new residential development is acceptable in accordance with Dacorum Core Strategy's (2013) and National Planning Policy Framework's support for new housing.

2.2 The proposal involves altering the dwelling's existing internal and external layout, enabling the provision of 4 self contained flats within this longstanding residential area.

2.3 The application has required the provision of additional plans to address parking/ highway issues and the provision of individual and community facilities for the respective flats.

2.4 The proposal would be in accordance with the NPPF's social objectives, with no overriding environmental objections and would contribute to the Council's Housing land supply.

3. SITE DESCRIPTION

3.1 No. 9 is a link detached extended 4 bedroom two storey gable roof dwellinghouse located on the southern side of Neptune Drive adjoining an amenity area. The dwelling forms the eastern most unit of a row of 5 detached dwellings (nos 1 to 9). It is currently served by an attached garage and driveway, front and rear gardens. Its two storey side extension (Planning Permission 21/01399/FHA) has recently been constructed with parking shown to be provided in the front garden.

4. PROPOSAL

4.1 The proposal is for the dwelling's conversion into 4 one bedroom flats (2 on each floor), served by 4 unallocated parking spaces and a widened access/ crossover, a subdivided fenced rear garden providing individual amenity areas for the 2 ground floor flats and a communal garden area and shed. The existing garage would provide a communal refuse and cycle storage area. There will be no changes to the elevations.

4.2 There have been 2 additional consultations with neighbours regarding additional/amended plans addressing the parking/ access/ sight line and the garden layout respectively.

4.3 Please Note: The Applicant lives at no.18 Neptune Drive.

5. PLANNING HISTORY

Planning Applications

21/01399/FHA - Two storey side extension and single storey rear garage extension.
GRA - 2nd June 2021

6. CONSTRAINTS

CIL Zone: CIL3

Parish: Hemel Hempstead Non-Parish

RAF Halton and Chenies Zone: Green (15.2m)

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

Residential Character Area: HCA20

Smoke Control Order

Parking Standards: New Zone 3

Town: Hemel Hempstead

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. POLICIES

National

National Planning Policy Framework 2021

National Planning Policy Guidance

National Design Guide

Dacorum Core Strategy 2013

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

CS10 - Quality of Settlement Design

CS11 - Quality of Neighbourhood Design

CS12 - Quality of Site Design

CS13 - Quality of Public Realm

CS17- New Housing

CS18- Mix of Housing

CS29 - Sustainable Design and Construction

CS32 - Air, Water and Soil Quality

Hemel Place Strategy

Saved Policies of the Dacorum Borough Local Plan 2004

Policy 10 –Optimising the Use of Urban Land

Policy 13- Conditions

Policy 18- Size of New Dwellings
Policy 19- Conversions
Policy 21 – Density of Development
Policy 51- Development and Transport Impacts
Policy 54- Highway Design
Policy 58- Private Parking Provision
Policy 62- Cyclists
Policy 113- Exterior Lighting
Appendices 3 and 8

Site Allocations 2017

Supplementary Planning Guidance / Documents/ Advice Notes

Parking Standards Supplementary Planning Document (Nov 2020)
Environmental Guidelines Supplementary Planning Document
Refuse Storage Advice Note (2015)
Area Based Policies Supplementary Planning Guidance including HCA 20: Highfield p167 to 171
Energy Efficiency and Conservation Supplementary Planning Document
Sustainable Development Advice Note
Water Conservation Supplementary Planning Document
Planning requirements for waste water Advice Note
Hertfordshire County Council Local Transport Plan 4

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:
Policy and Principle - Residential Use /Housing.
Layout/ Impact upon Residential Amenity.
The highway/ parking implications.

Policy and Principle: Residential Use / Housing

9.2. The site is located within the urban area of Hemel. Through Policies CS1 and CS4 of the Dacorum Core Strategy new residential development is acceptable in principle. CS1 confirms Hemel Hempstead is to support new homes, as expressed through Hemel Place Strategy. CS4 clarifies that in residential areas appropriate residential development is encouraged.

9.3. CS1 explains that Hemel will be the focus of new homes and other development with an emphasis upon a range of factors. These include (d) maintaining the existing neighbourhood pattern. Any new development is required to comply with 3 criteria including being based upon the neighbourhood concept.

9.4 Policy CS2 also supports the development of previously developed land and building, as defined by the NPPF.

9.5 Policy CS17 supports new residential development to meet the Borough's housing needs with saved Policy 10 of the Dacorum Borough Local Plan (DBLP) expecting the optimisation of urban land. This is set against the Framework's emphasis upon delivering sustainable development, with the social objective of providing a sufficient number and range of new homes, as expressed through the NPPF's Part 5. Policy CS18 addresses the requirement to support a choice of homes through the provision of a range of housing types, sizes and tenure. This echoes the Framework's Paragraph 62.

9.6 Saved DBLP Policy 19 relates to the conversion of buildings to residential which includes a range of criteria specifying standards regarding layout.

9.7 Layout is also addressed by the Framework's Parts 12 and 8 relating to high quality design/promoting healthy and safe communities. The NPPF and the National Design Guide are complemented by Policies CS10, CS11, CS12, CS13, saved DBLP Appendix 3 (which establishes the parameters for new development) and the Area Based Policies Supplementary Planning Document, with Area HCA20 being directly relevant.

9.8 These housing based policies are set against the Framework's approach to 'making effective use of land' under its Part 11. This provides a context for saved DBLP Policy 21 regarding Density of Residential Development.

9.9 The NPPF's Para 124 notes:

'Planning policies and decisions should support development that makes efficient use of land, taking into account:

(a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

(b) local market conditions and viability;

(c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

(d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

(e) the importance of securing well-designed, attractive and healthy places.

9.10 Para 125 explains that 'area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places. Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site'.

9.11 HCA 20 (pp167 to 171) approach to new development is to 'maintain and improve the defined character'. The specified 'Scope for Residential Development' is an 'Area of Minimal Change'. Page 169 addresses the conversion to smaller units which is to be discouraged throughout.

9.12 This policy predates the Framework regarding delivering housing and has to be considered against the Council not having a demonstrable 5-year supply of deliverable housing sites. Under the Framework's paragraph 11 planning permission should therefore be granted unless:

(i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed ; or

(ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

9.13 The Council's recent support for no. 9's enlargement has enabled scope for its conversion / subdivision in diversifying its housing supply within HCA 20, representing an opportunity to provide

alternative accommodation. Given the NPPF's key objective of delivering new housing it is not considered that HCA 20's approach to discouraging smaller units should be given overriding weight. In this context there is a case for supporting the principle of the subdivision. This also takes into account that HCA 20's Development Principles for Housing confirms that all types of dwelling are acceptable (p170).

Layout

9.14 This is with reference to Policies CS11, C12 and CS13 ,saved DBLP Appendix 3 and HCA 20, saved DBLP Policy 19 ,the Framework's Part 12 and the National Design Guide.

9.15 Policies CS11, CS12 and CS13 are generally consistent with the relevant aims of the Framework. These expect that development within settlements should respect the typical density in the area, integrate with the streetscape character and contribute to the quality of the public realm, reinforced by the Framework's Part 12 and National Design Guide. The Framework's Paragraph 134 explains that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design guides and codes.

9.16 The National Design Guide notes under H1 the importance of a 'Healthy, comfortable and safe internal and external environment' with reference to the 2019 NPPF's Paragraphs 124 to 128.

9.17 This is also with reference to saved DBLP Policy 19 which supports the conversion of houses to flats in the Borough's towns except in the following circumstances:

(a) in roads where a significant proportion of the houses originally built as single family dwellings are already converted (or have permission for conversion) to flats or other uses. Here a concentration of converted properties in a part of the road will normally be avoided.

(b) in roads where traffic movement would be hindered and the safety of road users and pedestrians prejudiced.

(c) in small houses with an internal floor area of less than 110 sq. m.

d) in terraced houses over 110 sq. m (internal area), unless they contain three or more bedrooms.

9.18 In applying these Policy 19 criteria to the application site , there is no planning record of any other conversions in Neptune Drive, HCC Highways has not objected, the internal floorspace (through Planning Permission 21/01399/FHA) is over 100 sqm and no. 9 is not a terraced unit.

9.19 Saved DBLP Policy 19: Layout Criteria/ Issues. This wide ranging policy specifies:

'All conversions must be designed to a high standard, taking full account of the character of the area. Conversions which would adversely affect the architectural or historic character of a listed building and/or its setting will not be acceptable. In particular where flats are provided, the following criteria must also be satisfied:

(i) flats should be self-contained;

(ii) flats should have a reasonably convenient layout, having due regard to neighbours;

(iii) the layout should include adequate amenities, such as refuse disposal facilities, drying areas and proper access to outdoor amenity space: outdoor amenity space should be provided wherever possible, and most particularly where houses would be converted;

(iv) flats should have a reasonable amount of internal space;

(v) flats should be adequately insulated to limit the transmission of noise; and

(vi) unless the building is within easy walking distance of a wide range of facilities, services and passenger transport, convenient off-street car parking should be provided in accordance with the guidelines set out in Appendix 5 of the Plan. It must be done without detracting from the amenity and character of the property itself or the neighbouring properties. In particular the parking should be landscaped, retaining established trees and where possible shrubs, and should not dominate any gardens. Off-site or prominent front garden parking which spoils the street scene will not be acceptable'.

9.20 In applying these saved Policy 19 criteria to the proposal, it would comply with criteria (i), (ii) and (iii).

9.21 With reference to (iv) the internal space for each flat is just above the 22 sqm as referred to by DBLP Para 19.4 which is part of the Background to Policy 19. It specifies that this requirement is for a reasonable standard of living space. It notes Environmental Health standards recommend the minimum size of flat should not be less than 22 sq. m of habitable floor area (habitable floor area is the internal measurement of all living and kitchen areas, excluding toilets, bathrooms and circulation areas). This is different to the Technical Housing Standards – nationally described space standard which have not yet been adopted by the Council.

9.22 With regard to noise transmission (v) this is addressed through Building Regulations- Hertfordshire Building Control has not responded to the LPA's consultation.

9.23 In respect of criterion (vi) parking is referred to later in the report. The parking would dominate the front garden on a prominent corner and be contrary to HCA 20's 'Development Principles' which discourage the conversion of front gardens to vehicle hardstandings (p170). Notwithstanding some proposed planting the impact of the parking would be visually intrusive within the streetscape. However, it is questionable that this impact would justify as reason for refusal of the application. This takes into account that the parking could be provided now as 'permitted development' as a 'fall- back position and the current character of the locality is already significantly affected by the visual effect of existing parking. The use of the front garden for parking in a more informal and less intense way was shown by the scheme subject to Planning Permission 21/01399/FHA.

The Impact upon the Residential Amenity of the Area

9.24 This is with due regard to the site conditions, the expectations of Policy CS12, saved DBLP Policy 19 and DBLP Appendix 3. It is with reference to the physical impact, privacy, the receipt of day and sunlight and noise and disturbance, the local representations to the application and the Council's Environmental and Community Team's response. It is fully acknowledged that there would be a likely intensification of the building's use/greater activity, including the garden area and vehicular parking implications. However, the Council's Environmental and Community Team raises no objections. Based upon the long established spacing of dwellings and the approach to the extension, it is considered that there would not be a case to refuse the application based upon privacy.

Highway Safety / Access/ Parking Issues

9.25 Hertfordshire County Council Highways raises no objections to the revised approach to the parking layout/ access / sight lines following its initial response. This takes into account that the sight line will be affected by the parking. In this Parking Zone 3 location there is a requirement for 1 unallocated space for each one bedroom flat. Two electric charging points would be required by a condition. The garage provides an inbuilt area for secure cycle storage.

9.26 The ground floor units provide an opportunity to be adapted for access to persons with disabilities and limited mobility. A fire tender can park outside the site.

9.27 The use of the garage for the communal refuse storage is far more acceptable than the initially proposed external storage area. This would have been very visually intrusive and restricted visibility.

Other Matters

9.28. There are no apparent secured by design / security issues. There are no drainage/ water supply implications given the responses from Thames Water and Affinity Water, with the requirement for a drainage related highway condition. There are no apparent contamination or ecological implications. No additional exterior lighting is proposed. An Environmental Impact Assessment is not necessary.

9.29 There are a significant number of local objections. This is indicative of the community's concerns regarding the introduction of flats into the locality with environmental, highway and environmental implications.

9.30 However, set against the NPFF's expectations for LPAs to support new housing, it is not considered that the proposed inclusive alternative use of the approved enlarged dwelling would justify a refusal based upon the impact upon the character of the area by representing an overdevelopment. This overview takes into account the responses from the technical consultees and the most up to date policies. The scheme is workable, providing 4 small flats adding to the Council's housing supply, with adequate accommodation and associated facilities. This overview recognises that the parking area would be visually intrusive but not a reason to substantiate refusal of the application, given that the front garden could be converted to a front parking area as 'permitted development'.

10 . CONCLUSIONS

10.1 The proposal is in accordance with the Framework's social objectives in providing additional housing ideal for those requiring smallscale accommodation. It is an intense use of the site, but very compact with adequate facilities to ensure that the development it is self contained. Any harm to the streetscape from the proposed parking is offset by the fact that such is permitted by virtue of the Town and Country General Permitted Development Order and therefore would not justify a refusal of the application.

10.2 With reference to the lack of a 5 year housing supply, there are significant housing benefits in providing this additional type of housing in accordance with the Framework's paragraph 61. With reference to the tilted balance and National Planning Policy's Paragraph 11 (d), this social benefit is important and on balance is considered to outweigh any environmental reservations.

11. RECOMMENDATION

That planning permission be **GRANTED** subject to the following 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 flat hereby permitted shall be occupied until the parking and access arrangements and garden layouts have been provided fully in accordance with the approved plans**

subject to Condition 8 . Thereafter the layout shall be retained at all times in accordance with the approved plans and only used for the approved purposes.

Reason: To ensure that the parking, access and site facilities /arrangements are provided at all times in accordance with Policies CS8 and CS12 of Dacorum Core Strategy (2013) and Policy 19 of the saved Dacorum Borough Local Plan (2004).

3. **The garage at the site shall at all times be available for communal refuse storage and cycle storage.**

Reason: To ensure that the permanent provision of facilities to serve the development all times in accordance with Policy CS12 of Dacorum Core Strategy (2013) and and Policy 19 of the saved Dacorum Borough Local Plan (2004).

4. **Prior to the first use of the development hereby permitted the vehicular access shall be completed and thereafter retained at all times in fully in accordance with Drawing Number 089/PR/202 REV A to a maximum of 5.4 metres (4 dropped kerbs and 2 risers) in accordance with HCC Highways 'Dropped Kerbs: Terms and Conditions'. Prior to the first use appropriate arrangements shall be made for surface water to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.**

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policies CS8 and CS12 of Dacorum Core Strategy (2013) and Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018) and the advice of Hertfordshire County Council Highways.

5. **Prior to the first use of the development hereby permitted a visibility splay shall be provided in full accordance with the details shown by approved Drawing No. 089/PR/202 REV A. The splay shall thereafter be retained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.**

Reason: To ensure that the level of visibility for pedestrians, cyclists and vehicles is satisfactory in the interests of highway safety in accordance with in accordance with Policies CS8 and CS12 of Dacorum Core Strategy (2013) and Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018) and the advice of Hertfordshire County Council Highways.

6. **Prior to occupation of the development hereby permitted 2 Electric Vehicle Charging Points and any associated infrastructure shall have been provided and these measures shall thereafter be retained at all times.**

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. **A tree shall be planted in the garden and bat and bird boxes installed at the site in accordance with details submitted to and approved in writing by the local planning authority within 3 months of the first occupation of any of the flats hereby permitted. The tree and boxes shall be retained at all times.**

Reason: In the interests of sustainable development in accordance with Policy CS29 of Dacorum Core Strategy (2013).

8. **Subject to the requirements of other conditions of this planning permission , the development hereby permitted shall be carried out fully in accordance with the following plans:**

325-7-1-Rev A (Location Plan)
325-7-6-Rev A (Ground Floor)
325-7-7-Rev A (First Floor)
325-7-8 Rev A (Elevations)
089/PR/ 202Rev A (Parking, Access/Dropped Kerbs, Sight Line)
325-8-18-RevA (Layout: Garden)

Reason: For the avoidance of doubt.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Environmental And Community Protection (DBC)	<p>Noise /Air Quality</p> <p>No objection on noise or air quality grounds.</p> <p>Land Contamination</p> <p>Having reviewed the application submission and the ECP records I am able to confirm that there is no objection on the grounds of land contamination. Also, there is no requirement for further contaminated land information to be provided, or for contaminated land planning conditions to be recommended in relation to this application.</p>
Herfordshire Building Control	Response awaited.
Affinity Water - Three Valleys Water PLC	Thank you for forwarding this application. We have reviewed the development and do not have any further comments to make.
Thames Water	<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, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer networks.</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</p>

	<p>development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow guidance under sections 167 & 168 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments: With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.</p>
Hertfordshire Highways (HCC)	<p>INITIAL ADVICE</p> <p>The proposal is for the conversion of the existing 4 bed detached house to 4 self-contained flats at 9 Neptune Drive, Hemel Hempstead. This is an interim response owing to concern regarding access arrangements for the 4 parking spaces shown on drawing number 325-7-5 A. The current dwelling has a single dropped kerb that accesses a carriage type drive. There is no dropped kerb for the other opening and it is deemed that this opening may be accessed by mounting the kerb which is an offence under the Highways act 1980. HCC Highways only allows up to 5.4 metres (4 dropped kerb and 2 risers) for a single dwellings dropped kerb and 7.2 metres (6 dropped kerbs and 2 risers) for a shared dwelling dropped kerb in some cases. HCC Highways would like to see on detailed drawings the location of dropped kerbs to facilitate the parking of the 4 vehicles shown on drawing 325-7-5 A, all dropped kerbs must be split from another dropped kerb by one single raised kerb and 2 risers (Please see HCC Highways dropped kerbs: Terms and Conditions. If this cannot be achieved without mounting the kerb then HCC Highways would be recommending a refusal for this proposal.</p>

	<p>The interim response is a chance for the applicant to provide additional information before any recommendation is made. Visibility splays for any new access will need to be 2.4 x 22 metres owing to the bend and illustrated on detailed drawings. Once this has been completed then HCC Highways can make an informed recommendation for this proposal.</p>
<p>Hertfordshire Highways (HCC)</p>	<p>AMENDED PROPOSAL Conversion of existing 4 bed detached house to 4 selfcontained flats.</p> <p>Decision</p> <p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>1) Prior to the first use of the development hereby permitted the vehicular access shall be completed and thereafter retained as shown on drawing number 089/PR/202 to a maximum of 5.4 metres (4 dropped kerbs and 2 risers) in accordance with HCC Highways Dropped Kerbs: Terms and Conditions.</p> <p>Prior to use appropriate arrangements shall be made for surface water to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.</p> <p><u>Reason:</u> To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>2) Provision of Visibility Splays - Dimensioned on Approved Plan Prior to the first use of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved drawing 089/PR/202. The splay shall thereafter be retained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.</p> <p><u>Reason:</u> To ensure that the level of visibility for pedestrians, cyclists and vehicles is satisfactory in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p><u>Highway Informatives</u> HCC as Highway Authority recommends inclusion of the following</p>

Advisory Note (AN) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:

AN 1) New or amended vehicle crossover access (section 184): Where works are required within the public highway to facilitate a new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration.

Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

AN 2) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN 3) Obstruction of highway: 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 County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN 4) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. 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 and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

Comments

The proposal is following amendments for the conversion of existing 4 bed detached house to 4 self-contained flats at 9 Neptune Drive, Hemel Hempstead. Neptune Drive is a 30 mph unclassified .Local access route that is highway maintainable at public expense. HCC Highways has previously commented on this application in relation to a lack of detail for the new accesses.

Vehicle Access

HCC Highways has decided to recommend approval for this application but with the inclusion of condition 1 above. This is because the plans show that the two new dropped kerbs will be larger than 5.4 metres total including the risers which is what is expected by HCC. Therefore, although not shown on the plans, it is deemed that the two access can be constructed to 5.4 metres (4 dropped kerbs and 2 risers) independently within the guidelines of a section 184 agreement. Therefore, these issues will need to ironed out at the section 184 agreement when the applicant officially applies for the two new dropped kerbs for the 4 flats (new drawings may need to be provided). The dropped kerbs must be completed by a contractor who has been chosen by HCC Highways - please see informative 1 above.

Parking is a matter for the local planning authority and as such any parking arrangements will need to be agreed by them.

Drainage

The proposed new driveways would need to make adequate provision for drainage on site to ensure that surface water does not discharge onto the highway. Surface water from the new driveway would need be collected and disposed of on site.

Refuse / Waste Collection

Provision would need to be made for an on-site bin-refuse store within 30m of each dwelling and within 25m of the kerbside/bin collection point. The collection method must be confirmed as

	<p>acceptable by DBC waste management.</p> <p><u>Conclusion</u> HCC has no objections or further comments on highway grounds to the proposed development, subject to the inclusion of the above highway informative (in relation to entering into a Section 184 Agreement) and conditions.</p>
Environmental And Community Protection (DBC)	Following the re-consultation on this one, I am just confirming that the advice provided below remains valid.
Affinity Water - Three Valleys Water PLC	Please see above.

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
11	23	0	22	1

Neighbour Responses

Address	Comments
24 Neptune Drive Hemel Hempstead Hertfordshire HP2 5QE	<p>The objection is based on the following:</p> <ol style="list-style-type: none"> 1) Parking - There is limited parking on the road as it is and this could be dangerous for emergency vehicles. 2) Drainage - the drainage is not designed to come with such a vast volume of waste 3) Noise - the road is tranquil and is a road filled with young families, noise pollution is a concern 4) Keeping in line with existing property - The houses are detached and are not converted flats, this could de-value the property <p>We still object to the development. The parking remains a huge stumbling block; we would struggle to reverse off of our drive and the view would be restricted. A further concern is noise pollution, having a significant increase in residents would raise the level of noise pollution. The area has lots of young families and an increase in traffic would by default increase the risk posed to the children on the road.</p>
18 Neptune Drive Hemel Hempstead Hertfordshire HP2 5QQ	<p>The properties on Neptune drive consist of 2 bedroom maisonette flats ,block of two bedroom flats, two bedroom houses and 3-4bed houses. All of which when standing in the street can be easily identified/seen. But No.9 Neptune Drive is at this moment identified as a large house. This would not change with the internal proposal of 4 flats. Hence the street scene would not change as all four flats would share the same front door to enter the property.</p>

The bins can share the bike storage area and would therefore not be seen from the street. No one would know No.9 was four flats unless they were made aware of it.

Local Area Jupiter Drive has a street scene consisting of bungalows 3 storey town houses terraced housing and flats.

The back of the property has remained unchanged so privacy unaffected and remains the same .

I would like to comment in regards to the local area within 300 yards from 9 Neptune Drive there has been two blocks of flats built one within 10 years and the most recent one within 3 years both of which are modern builds. Number 9 from the front would still look like a house you would not know there were flats inside.

In address to the misunderstanding noted from my previous comment regarding the local area, the intention was to clarify that the local area inhabits several mixed properties. Both modern flats,one which was built 10 years ago and the most recent, three years ago. All of which reside within 300 yards of number 9,Neptune Drive.

Number 9 is one of 5 houses, with the next property on that side of the road being number 43 Neptune Drive. Which is some 340 yards away.

Number 20 is a 3 bedroom house with a separate small single persons annex at the back. Number 9 has already been granted planning for a 2 story extension which nobody had no comments from neighbours regarding size. The extension was completed 4 months ago and matches the exterior of the property to its original shell.There is also a large plot of grass and a large tree next to number 9, balancing the visual aesthetics.

As previously mentioned in comments, all properties on Neptune Drive are defined by the outside profile. This was taken into deep consideration when constructing its development and one we did not wish to change. Number 9 Neptune Drive is at this moment identified as a large house. This would not change with the internal proposal of 4 flats. Hence the street scene would not change as all 4 flats would share the same front door to enter the property.

In address to the misunderstandings noted from my previous comment regarding the local area, the intention was to clarify that the local area inhabits several mixed properties. Both modern flats, one which was built ten years ago and the most recent, three years ago. All of which reside within 300 yards of Number 9, Neptune Drive.

Number nine is one of five houses, with the next property on that side of the road being Number 43 Neptune Drive. Which is some 340 yards away.

Number 20 is a three-bedroom house with a separate small single person's annex at the back. Number 9 has already been granted planning for a two-story extension which notably, had no comments from neighbours regarding size. The extension was completed four months ago and matches the exterior of the property to its original shell. There is also a large plot of grass and a large tree next to number 9, balancing the visual aesthetics.

As previously mentioned in comments, all properties on Neptune drive

	<p>are defined by the outside profile. This was taken into deep consideration when constructing its development and one we did not wish to change. Number 9 Neptune drive is at this moment identified as a large house. This would not change with the internal proposal of four flats. Hence the street scene would not change as all four flats would share the same front door to enter the property.</p>
<p>7 Neptune Drive Hemel Hempstead Hertfordshire HP2 5QQ</p>	<p>I object to this planning application for the following reasons:</p> <p>Potentially eight cars if four couples move in, plus visitors, not enough parking, parking on the kerbs/pavement not enough room for emergency services in the case of an emergency, and pedestrians potentially obstructed by more parked cars along the footpath.</p> <p>The drainage system was designed for houses and not flats. Drainage system could therefore be put under strain affecting the drainage run serving neighbouring houses.</p> <p>The houses in the near vicinity are detached family houses therefore four flats would not be keeping with the character of the area.</p> <p>There will be an invasion of privacy with flats overlooking our private garden.</p> <p>Increased general noise levels. Further to the revised information update notice (bin storage to be re-located to the existing garage). I object to this scheme as per my previous comments and comments below. This would mean 8 nr bins and 4 nr small food bins (12 bins in total plus the green garden bin as well) Most if not all the houses along the street only have a maximum of 3 bins plus a small food bin which take up enough room as it is with same plot sizes etc..... i.e. not enough room to facilitate 13 nr bins on one plot/house. Bins stores containing multiple bins should really be kept as far away as possible from where people are living, in a separate purpose built area due to noise generated from general use of bins and collections, high risk of attracting rats and other vermin which can be hazardous to health and a pest nuisance, unwanted smells/odors which are un-pleasant, access for refuge collection and overall aesthetics.</p> <p>My property situated directly next door and would mean the bin store would be right next to my property. Keeping the bins in the existing garage has the high potential of attracting rats and other vermin which carry diseases, cause bad un-wanted smells with my upstairs bedrooms situated in close enough proximity, it will be more noisy with garage door constantly opening and closing and bin lids banging. Its noisy enough at the moment and that just with 3 bins per property.</p> <p>Inadequate access, if the garage door needs to open for the access and egress of the bins not really sure how the parking space in front of the garage is going to work. Which could mean less parking at the property.</p> <p>Further to the latest revised proposed plan, I still object to this planning</p>

	<p>application. My previous comments outline my concerns... I.e parking, noise, bins, loss of privacy with the proposed flats overlooking into my private garden.. This is directly next door to my house and I think this would invade mine and my family which I have 2 young daughters privacy. The whole proposal is totally out of character with the street with houses in and around the development are 3 bedroom detached houses. I feel this could also set a precedent, plus the bins are directly beneath my daughters bedroom window which could cause unwanted smells and noise.</p>
<p>28 Neptune Drive Hemel Hempstead Hertfordshire HP2 5QE</p>	<p>I am objecting to this application for the following reasons</p> <p>1) I believe parking arrangements for this property if converted to 4 flats would be a issue, there is a high potential of cars of up-to 6-8 would be permanently parked if some of the flats had and most likely would have more than 2 cars per household, the property is located on a very tight part of the street therefore there would be parking on the curbs, let alone the parking problems there would be when visitors attend.</p> <p>The street is already very narrow so this would make problems for any emergency vehicles that would need to enter the street.</p> <p>2) there would be problems with noise nuisance, we have had problems in the past on the street with a HMO where there were constant noise and problems and that property was only 2 dwellings let alone a 4 self contained flats. This is mainly a quite family based street with small children in the area who currently feel safe and are happy.</p> <p>3) waste issues would also arrive as there would have to be several bins and caddy's to cater for the number of people living at the property, that would visually have an affect on the street.</p> <p>i understand this may seem like a good investment opportunity for the applicant and i respect this, but I believe this is not a suitable street for such conversion and hope you will take this and other objections seriously thank you.</p>
<p>3 Neptune Drive Hemel Hempstead Hertfordshire HP2 5QQ</p>	<p>In view of the 9 Neptune Drive development location which presents a serious traffic hazard when the refuse collection vehicle trying to maneuver around that corner of the Neptune Drive. At present the vehicle has very limit room to maneuver without adding another ostacle of potentially extra eight cars parked around that area.</p> <p>At the moment the development of four self-contained flats is by no means of adding value to the area but pose a disturbance of local harmony. I do firmly believe it is a mistake to allow such development to go ahead.</p>
<p>22 Neptune Drive Hemel Hempstead Hertfordshire HP2 5QE</p>	<p>This can't happen surely? As a neighbour in the area next to the Supported Housing, that has been bad enough. That property is divided into two flats and with visitors and health visitors etc it was mayhem reversing off my drive. Unsightly with an overload of parked cars on the paths and kerbs and of course a huge obstruction for everyone. The main concern must also be the pricing of the property. These are primarily all detached properties, I have nothing in front or</p>

	<p>behind my property and that was one of the main attractions when buying. 4 flats would bring the average price down which is no good for anyone including the applicant. Now potentially looking at 4 flats, god knows how many tenants and extra vehicles for which there is just no space. All in all, not a great look for the overall keeping of the area.</p> <p>I reject to the application as even with the provision for the parking of 4 cars there could well be upto 8 cars. The owner of this property already has 3-4 cars which already obstructs our view coming off the drive. 20 is also two flats which is currently vacant but before the place was bombarded with careworkers parking and visiting at all sorts of hours. Once 20 becomes occupied, again you could be adding 2-4 further vehicles. There is then the further additional vehicles regardless. There are lots of young kids here, I have a newborn and a 7 year old and my neighbour also has two very young kids. What has been a quiet residential area safe for kids runs the risk of becoming dangerous and overcrowded.</p> <p>I reject to the application as even with the provision for the parking of 4 cars there could well be upto 8 cars. The owner of this property already has 3-4 cars which already obstructs our view coming off the drive. 20 next door is also two flats for Supported Housing which is currently vacant but before the place was bombarded with careworkers parking and visiting at all sorts of hours. No doubt they will be rented again at some point also meaning at least another 2-4 cars + visitors. There is then the further additional vehicles regardless. There are lots of young kids here, I have a newborn and a 7 year old and my neighbour also has two very young kids. What has been a quiet residential area safe for kids runs the risk of becoming dangerous and overcrowded.</p> <p>I reject to the application as even with the provision for the parking of 4 cars there could well be upto 8 cars. The owner of this property already has 3-4 cars which already obstructs our view coming off the drive. 20 next door is also two flats for Supported Housing which is currently vacant but before the place was bombarded with careworkers parking and visiting at all sorts of hours. No doubt they will be rented again at some point also meaning at least another 2-4 cars + visitors. There is then the further additional vehicles regardless. There are lots of young kids here, I have a newborn and a 7 year old and my neighbour also has two very young kids. What has been a quiet residential area safe for kids runs the risk of becoming dangerous and overcrowded.</p>
<p>5 Neptune Drive Hemel Hempstead Hertfordshire HP2 5QQ</p>	<p>My understanding is that the original plan was to extend the existing 3 bedroom house to be a 5 bedroom single occupancy dwelling. In principal I had no objection to this plan. Permission for this original plan has been granted by D.B.C.</p> <p>I now find a further request for planning that changes what was a 3 bedroom house to 4 self-contained flats. I list my objections to this proposal as follows.</p> <p>(a) Parking arrangements - the 4 flats could have a total of 8 vehicles not including visitors making parking inadequate within the property boundaries, resulting in more road/pavement parking (1 drop kerb entrance only existing).</p> <p>(b) This property is situated on a tight bend in the road resulting in loss of vehicle sightlines. With greater numbers of vehicles reversing from the property this has to be a greater risk of accidents including pedestrians.</p> <p>(c) The submitted plans shows the extension extending to the D.B.C.'s</p>

	<p>corner plot of land making rear access either through the house or garage meaning the storage position of 8 household bins together with 4 food waste bins would stand facing the road and would be detrimental to the street scene.</p> <p>The housing in this area is mainly made up of 3 bedroom family homes that I understand are in great demand. In my opinion making a good family home into 4 very small flats is not the best way to deal with this demand. I feel this would set a precedent!</p> <p>I trust the items of objection (a) to (c) will be seriously considered.</p> <p>Further to my previous objection I have read the additional information addressing concerns already raised. This only goes to show that there will be additional parking required for this proposal of four flats admitting to all the issues this will raise.</p> <p>The storage of bins located in the garage (to be kept out of sight) is unlikely to be adhered to.</p> <p>As to comments regarding the type of housing in Neptune Drive and surrounding area these were built around the 1960's and when houses were purchased over the years since buyers had full knowledge of the type of housing in their area. They were not expecting any houses to be converted to 4 flats.</p> <p>I would like to state again these are family homes and it was never envisaged that these types of houses would be converted into a "multiple occupancy property".</p> <p>I again strongly object to this planning application.</p>
<p>1 Neptune Drive Hemel Hempstead Hertfordshire HP2 5QQ</p>	<p>We do not feel this proposal fits the neighbourhood. A family home area would not be served well by a block of single bedroom flats.</p> <p>Parking provision is inadequate and Neptune Drive cannot support the high number of vehicles associated with this development.</p>
<p>16 Neptune Drive Hemel Hempstead Hertfordshire HP2 5QQ</p>	<p>Further to my previous comments submitted in connection with proposals to 9 Neptune Drive.</p> <p>The recent revised plan shows an area adjacent to both sides of the lobby noted "Ground Floor Plan" with a 1.8m high fence enclosure. I presume these are open patios and not designated building lines for future extension proposals.</p> <p>The bin storage would, I feel, still be a problem ie 4 no. blue plus 4 no. grey together with 4 no. food waste bins all contained within a closed area could still become a health hazard, particularly from food waste also difficult when required for collection.</p> <p>Neptune Drive area is mainly for family homes consisting of 3 or 4 bedrooms, side garage and front hardstanding, but no.9, the original dwelling, together with the 2 storey side extension converted into 4 no. flats appears to present a much over developed plot of land.</p> <p>Points to be seriously considered with all other items of objections submitted.</p> <p>In connection with comments submitted from No.18 Neptune Drive, I can understand "their" support as the applicant Ryan Housing Ltd are occupants of No.18 and owners of No.9 opposite, the property in question.</p> <p>Adjacent housing No.1 to No.36 Neptune Drive are all private family homes and I cannot see what properties in Jupiter Drive are relevant i.e. 3 storey flats, bungalows and terraced houses to this application.</p>

	<p>My original objections submitted, parking, bin storage etc. together with the above paragraphs I sincerely hope will be seriously considered by the Planning Committee.</p>
<p>22 Neptune Drive Hemel Hempstead Hertfordshire HP2 5QE</p>	<p>I object the planing of building 4 flats. My main concern is parking space and safety. My property is on the bending curve opposite the site, even the plan have 4 car parking space but potential of another 4 cars parking opposite my property will obstruct the view of incoming vehicles on both side also obstruct the view when I reverse my car out of my drive which could cause the accident or collision which this would be direct impact on my day to day living which the problem will never gone away. Furthermore more it won't have enough space for our family and friends when they visit us.</p>
<p>14 Neptune Drive Hemel</p>	<p>14 Neptune Drive</p> <p>Original</p> <p>The property is currently being extended from three-bedroom property to a four bedroom, planning application 21/01399/FHA. The extension is built right up to the boundary of Council land and there is no access to the rear garden other than through the house or garage.</p> <p>I object to the application regarding the conversion into four flats. The refuse bins will have to be located at the front of the property and four flats could equate to eight vehicles within the curtilage of the property.</p> <p>The property is situated on an approach to the bend in the road and in the past past, emergency vehicles have been unable to get through due to parked cars.</p> <p>Response 2</p> <p>Thank you for your letter dated 19 August advising me that the Council has received amended/ additional information for the above proposal.</p> <p>The amendments are not described in your letter and the proposals is the same as the original. As you are aware the property has been extended from a three bedroom property to a four bedroom, planning application 21/01399/FHA. The extension is built right up to the boundary and there is no access to the rear garden other than through the house or garage,</p> <p>My original objection to the planning still strands, as I cannot see how parking of up to eight vehicles and the placement of refuse bins for four households could be located anywhere other than at the front of the property.</p> <p>The property is situated on an approach to the bend on the road and the past, emergency vehicles have been unable to get through due to parked vehicles. We already have problems with 'pavement ' parking and the constriction of one dwelling in to four would only create an even more dangerous situation.</p> <p>Response 3</p>

	<p>These include:</p> <p>This includes reference to a procedural issue regarding details on the website and the following:</p> <p>I have also been aware of comments regarding the make-up of housing in the area by the occupants of No. 18 Neptune Drive who own and are developing no. 9.</p> <p>The details are totally inaccurate. For instance, 'The Planets' area is a development, which was NTS housing and is the east side of the Highfield area. The west side is DBC development where there are a number of elderly peoples' bungalows.</p> <p>There are no bungalows in Jupiter Drive, but there were bungalows in Achilles Close that were converted into houses.</p> <p>Neptune Drive, Apollo Way, Uranus Road and Pluto Rise consist of three or four bedroom detached family houses, a small development of maisonettes, which have gardens and garages and a small development of semi/ terraced houses. The remainder of the estate comprises terraced houses of 2, 3 and 4 bedrooms, toggeries with low level a high level blocks of flats. With a dire shortage of family homes and ever increasing development of 'high rise; flats in Hemel Hempstead we should be looking at retaining as many real family homes as possible.</p>
<p>16 Neptune Drive , Hemel</p>	<p>Representation 1</p> <p>Further to your letter dated 5.7.2021 in connection with the above proposed planning application I wish to my comments of objections , as listed below, be considered:</p> <p>(a).Parking Arrangements. The 4 flats could have a total of 8 vehicles not including visitors making parking inadequate within the property boundaries, resulting in road parking (1 dropped kerb entrance only existing).</p> <p>(b).This property is situated on a tight bend resulting in the loss of vehicle sight lines bur also causes problems for emergency and refuse collection as occurred in the past.</p> <p>(c).The submitted plans shows the extension extending to the DBC's corner plot of land making rear access either through the garage or dwelling..</p> <p>(d).Storage position of eight household bins together with four waste bins has not been identified, which from the plans indicate they would otherwise stand fronting onto the road. This would face my lounge window presenting am unsightly visual conglomeration and also would be detrimental to the street scene.</p> <p>(e). Until the receipt of your letter there has been no notice of the proposed application i.e. extension of a 3 bedroom dwelling into 4 bedrooms (construction ongoing) followed by conversion into 4 self contained flats.</p> <p>Trusting items (a) to (e) will be seriously considered.</p> <p>Representation 2</p> <p>Please find enclosed further information added to my objections already submitted tpo the above application.</p>

	<p>1. Item 7 (application form) ie Trees and hedges should red YES!! A large Wild Cherry Tree standing within falling distance of the property (height approx . 7.5m) -2m above ridge line of extension.</p> <p>2. Item 8 (application form) not completed.</p> <p>3. Parking amd bin storage. Although 4 parking spaces have been indicated on the representative sketch occupration of one flat by 2 professionals could result in an extra car which multiplied by 4 flats increases the numbers of cars with insufficiemnt area for parking.It also shows an additional dropped kerb acces opposite my garage and hardstanding entrance.</p> <p>4. I presume the garage dopor is to be removed and replaced with some sort of screen walls? Access to waste bins will be extremely difficult when required for collection ie moving cars etc. Communal bin storage would also cause even more problems.</p> <p>5. As bins will be stored internally tris could become a health hazard especially from kitchen waste (smells and vermin).</p> <p>6. Regarding parking , although 4 cars are shown whre are visitors expected to park? At present vehicles already park on the bend , restricting visibilty making it difficult foe pedestrians to pass.</p> <p>When I selected this area and purchased my property, it was for a quiet location, private detached dwellings not expecting to face a block of flats. Once again trusting these comments will be given serious consideration.</p>
16 Neptune Drive, Hemel	<p>In connection with comments submitted from No.18 Neptune Drive, I can understand "their" support as the applicant Ryan Housing Ltd are occupants of No.18 and owners of No.9 opposite, the property in question.</p> <p>Adjacent housing No.1 to No.36 Neptune Drive are all private family homes and I cannot see what properties in Jupiter Drive are relevant i.e. 3 storey flats, bungalows and terraced houses to this application.</p> <p>My original objections submitted, parking, bin storage etc. together with the above paragraphs I sincerely hope will be seriously considered by the Planning Committee.</p>
5 Neptune Drive, Hemel Hempstead, Hertfordshire HP2 5QQ	<p>Reasons for comment: - General dislike of proposal</p> <ul style="list-style-type: none"> - Inadequate access - Inadequate parking provision - Increase in traffic - Increase of pollution - Loss of parking - Noise nuisance - Out of keeping with character of area - Over development <p>Comments: My understanding is that the original plan was to extend the existing 3 bedroom house to be a 5 bedroom single occupancy dwelling. In principal I had no objection to this plan. Permission for this original plan has been granted by D.B.C.</p> <p>I now find a further request for planning that changes what was a 3 bedroom house to 4 self-contained flats. I list my objections to this proposal as follows.</p>

	<p>(a) Parking arrangements - the 4 flats could have a total of 8 vehicles not including visitors making parking inadequate within the property boundaries, resulting in more road/pavement parking (1 drop kerb entrance only existing).</p> <p>(b) This property is situated on a tight bend in the road resulting in loss of vehicle sightlines. With greater numbers of vehicles reversing from the property this has to be a greater risk of accidents including pedestrians.</p> <p>(c) The submitted plans shows the extension extending to the D.B.C.'s corner plot of land making rear access either through the house or garage meaning the storage position of 8 household bins together with 4 food waste bins would stand facing the road and would be detrimental to the street scene.</p> <p>The housing in this area is mainly made up of 3 bedroom family homes that I understand are in great demand. In my opinion making a good family home into 4 very small flats is not the best way to deal with this demand. I feel this would set a precedent!</p> <p>I trust the items of objection (a) to (c) will be seriously considered.</p>
<p>28 Neptune Drive, Hemel Hempstead, Hertfordshire HP2 5QE</p>	<p>Reasons for comment: - Affect local ecology</p> <ul style="list-style-type: none"> - Conflict with local plan - Inadequate parking provision - Increase danger of flooding - Increase in traffic - Increase of pollution - Loss of privacy - Noise nuisance - Out of keeping with character of area - Over development <p>Comments: I am objecting to this application for the following reasons</p> <p>1) I believe parking arrangements for this property if converted to 4 flats would be a issue, there is a high potential of cars of up-to 6-8 would be permanently parked if some of the flats had and most likely would have more than 2 cars per household, the property is located on a very tight part of the street therefore there would be parking on the curbs, let alone the parking problems there would be when visitors attend.</p> <p>The street is already very narrow so this would make problems for any emergency vehicles that would need to enter the street.</p> <p>2) there would be problems with noise nuisance, we have had problems in the past on the street with a HMO where there were constant noise and problems and that property was only 2 dwellings let alone a 4 self contained flats. This is mainly a quite family based street with small children in the area who currently feel safe and are happy.</p> <p>3) waste issues would also arrive as there would have to be several bins and caddy's to cater for the number of people living at the property, that would visually have an affect on the street.</p> <p>i understand this may seem like a good investment opportunity for the applicant and i respect this, but I believe this is not a suitable street for such conversion and hope you will take this and other objections</p>

	seriously thank you.
1 Neptune Drive Hemel Hempstead Hertfordshire HP2 5QQ	<p>Reasons for comment: - Inadequate parking provision</p> <ul style="list-style-type: none"> - Increase in traffic - Noise nuisance - Out of keeping with character of area <p>Comments: We do not feel this proposal fits the neighbourhood. A family home area would not be served well by a block of single bedroom flats.</p> <p>Parking provision is inadequate and Neptune Drive cannot support the high number of vehicles associated with this development.</p>
3 Neptune Drive, Hemel Hempstead, Hertfordshire HP2 5QQ	<p>Reasons for comment: - Inadequate parking provision</p> <ul style="list-style-type: none"> - Increase in traffic - Over development <p>Comments: In view of the 9 Neptune Drive development location which presents a serious traffic hazard when the refuse collection vehicle trying to maneuver around that corner of the Neptune Drive. At present the vehicle has very limit room to maneuver without adding another ostacle of potentially extra eight cars parked around that area.</p> <p>At the moment the development of four self-contained flats is by no means of adding value to the area but pose a disturbance of local harmony. I do firmly believe it is a mistake to allow such development to go ahead.</p>
16 Neptune Drive, Hemel Hempstead, Hertfordshire HP2 5QQ	<p>Reasons for comment: - Inadequate parking provision</p> <ul style="list-style-type: none"> - Increase in traffic - Increase of pollution - Over development <p>Comments: Further to my previous comments submitted in connection with proposals to 9 Neptune Drive.</p> <p>The recent revised plan shows an area adjacent to both sides of the lobby noted "Ground Floor Plan" with a 1.8m high fence enclosure. I presume these are open patios and not designated building lines for future extension proposals.</p> <p>The bin storage would, I feel, still be a problem ie 4 no. blue plus 4 no. grey together with 4 no. food waste bins all contained within a closed area could still become a health hazard, particularly from food waste also difficult when required for collection.</p> <p>Neptune Drive area is mainly for family homes consisting of 3 or 4 bedrooms, side garage and front hardstanding, but no.9, the original dwelling, together with the 2 storey side extension converted into 4 no. flats appears to present a much over developed plot of land.</p> <p>Points to be seriously considered with all other items of objections submitted.</p>
16 Neptune Drive, Hemel Hempstead, Hertfordshire HP2 5QQ	<ul style="list-style-type: none"> - Inadequate parking provision - Increase of pollution - Over development <p>In connection with comments submitted from No.18 Neptune Drive, I can understand "their" support as the applicant Ryan Housing Ltd are occupants of No.18 and owners of No.9 opposite, the property in question.</p>

	<p>Adjacent housing No.1 to No.36 Neptune Drive are all private family homes and I cannot see what properties in Jupiter Drive are relevant i.e. 3 storey flats, bungalows and terraced houses to this application.</p> <p>My original objections submitted, parking, bin storage etc. together with the above paragraphs I sincerely hope will be seriously considered by the Planning Committee.</p>
<p>7 Neptune Drive, Hemel Hempstead, Hertfordshire HP2 5QQ</p>	<ul style="list-style-type: none"> - Close to adjoining properties - Conflict with local plan - Development too high - General dislike of proposal - Inadequate access - Inadequate parking provision - Inadequate public transport provisions - Increase danger of flooding - Increase in traffic - Increase of pollution - Information missing from plans - Loss of light - Loss of parking - Loss of privacy - More open space needed on development - No opinion expressed on development - Noise nuisance - Not enough info given on application - Out of keeping with character of area - Over development - Residential amenity - Strain on existing community facilities - Traffic or Highways <p>Comments: Further to the latest revised proposed plan, I still object to this planning application. My previous comments outline my concerns... I.e parking, noise, bins, loss of privacy with the proposed flats overlooking into my private garden.. This is directly next door to my house and I think this would invade mine and my family which I have 2 young daughters privacy. The whole proposal is totally out of character with the street with houses in and around the development are 3 bedroom detached houses. I feel this could also set a precedent, plus the bins are directly beneath my daughters bedroom window which could cause unwanted smells and noise.</p>
<p>24 Neptune Drive, Hemel Hempstead, Hertfordshire HP2 5QE</p>	<ul style="list-style-type: none"> - Inadequate parking provision - Increase in traffic - Increase of pollution - Loss of parking - Noise nuisance <p>We still object to the development. The parking remains a huge stumbing block; we would struggle to reverse off of our drive and the view would be restricted. A further concern is noise pollution, having a significant increase in residents would raise the level of noise pollution. The area has lots of young families and an increase in traffic would by default increase the risk posed to the children on the road.</p>