

ITEM NUMBER: 5d

22/02345/ROC	Variation of Condition 10 (approved plans) attached to planning permission 20/03821/FUL - Demolition of 34 residential garages and construction of 2 no dwelling houses and 6 no apartments	
Site Address:	Garage Court, Sleddale, Hemel Hempstead, Hertfordshire	
Applicant/Agent:	Dacorum Borough Council	MEPK Architects
Case Officer:	Sally Robbins	
Parish/Ward:	Hemel Hempstead (No Parish)	Highfield
Referral to Committee:	Dacorum Borough Council is the applicant	

1. RECOMMENDATION

1.1 That the application be **DELEGATED** with a view to **APPROVAL** subject to appropriate assessment in accordance with article 6(3) of the Habitats Directive and securing a mitigation package to avoid any further significant effects on the Chilterns Beechwood Special Area of Conservation (SAC) through financial contributions secured by legal agreement.

2. SUMMARY

2.1 Planning permission was previously granted in April 2021 for the demolition of 34 garages on Sleddale and their replacement with an apartment block containing 6 flats along with the construction of a pair of semi-detached dwellings.

2.2 The current proposal seeks a minor material amendment to planning permission ref. 20/03821/FUL and will result in the grant of a new planning permission under Section 73 of The Town and Country Planning Act 1990 (As Amended). The amendments relate to the access road leading to the rear of the proposed flats and the design / positioning of the flats. The principle of development in terms of the overall layout, scale, massing and quantum of development has already been established via the approved scheme.

2.3 The redevelopment of the site provides Dacorum Borough Council (DBC) with the opportunity to complement the existing housing stock in the area and to meet its own objective of providing high quality affordable housing. DBC's affordable housing studies have identified a strong need for new homes for local people. As such, and given that the development would be located in a sustainable location (being near to local facilities and public transport links), the proposed amendments will continue to accord with Core Strategy Policies CS1, CS4, CS17 and Saved Policy 10 of the Dacorum Borough Local Plan. The proposed changes to the approved scheme are considered to be 'minor material amendments' to the originally approved scheme.

3. SITE DESCRIPTION

3.1 The application site relates to four blocks of garages situated at Sleddale and Wensleydale in the Highfield area of Hemel Hempstead. The northern garage court hosts two of the garage blocks, comprising 14 garages. This area is accessed from Sleddale. The other two garage blocks to the south contain the remaining 20 garages. This part of the site is accessed directly from Wensleydale. The land levels drop towards the north-easterly direction, meaning that garages generally sit lower than the properties on Ribblesdale to the west. There are two areas of grassed amenity land that separate the garages from Wensleydale. These areas each comprise one mature tree.

3.2 The Highfield residential area is a large New Town neighbourhood comprising typical 1960's housing. However, there are also subsequent developments from later periods. The area is characterised by its regular, angular spatial layout. Design is varied throughout the Highfield area

but parts do have distinct identity and character. The application site is located in an area primarily characterised by terraces of two-storey dwellings and three-storey townhouses, all with flat roofs.

4. PROPOSAL

4.1 The amendments to the approved scheme relate to the access road serving the rear of the block of flats. Instead of blocking up the existing access off Wensleydale and only utilising the access off Sleddale (as per the approved plans) the current proposal seeks to retain the existing access. To facilitate this, the block of flats would be reduced in length and the balconies on the southeast corner of the block of flats would be recessed. The houses have been extended by 225mm to the rear in order for the houses to meet the minimum size requirements. The layout of the front gardens for the houses has been amended and two visitor parking spaces on Wensleydale have been omitted with one space re-provided elsewhere.

5. PLANNING HISTORY

Planning Applications:

20/03821/FUL - Demolition of 34 residential garages and construction of 2 no dwelling houses and 6 no apartments

GRANTED - 6th April 2021

22/00785/DRC - Details required by condition 3(a) (Contamination) attached to planning permission 20/03821/FUL - Demolition of 34 residential garages and construction of 2 no dwelling houses and 6 no apartments

Live application (recommended for approval subject to completion of HRA mitigation strategy)

22/01815/DRC - Details as required by condition 8 (Landscape Ecological Management Plan (LEMP)) attached to planning permission 20/03821/FUL (Demolition of 34 residential garages and construction of 2 no dwelling houses and 6 no apartments)

Live application (recommended for approval subject to completion of HRA mitigation strategy)

22/03054/DRC - Details as required by condition 3b (remediation statement) attached to planning permission 20/03821/FUL Demolition of 34 residential garages and construction of 2 no dwelling houses and 6 no apartments

Live application

6. CONSTRAINTS/DESIGNATIONS

CIL Zone: CIL3

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

Residential Character Area: HCA20

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
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: HCA20 (Highfield) (May 2004)
Manual for Streets (2010)
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 SPD (January 2013)
Parking Standards SPD (November 2020)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

- Principle of Development
- Quality of Design / Impact on Visual Amenity

- Impact on Residential Amenity
- Access, Parking and Highway Safety
- Other Material Planning Considerations

Principle of Development

9.2 The principle of redeveloping the site for residential use has already been accepted through the grant of permission ref. 20/03821/FUL. The site resides within a residential area of Hemel Hempstead. It is not an allocated housing site and is classed as a 'windfall site'. Policy CS4 of Dacorum's Core Strategy directs residential development to the towns and established residential areas. The Area Based Policy HCA20 (Highfield) highlights that there is scope for the redevelopment of garage blocks but only if alternative provision is made for displaced vehicle parking.

9.3 The proposal would contribute to the Borough's housing stock (in accordance with Policy CS17). As such, and given that the development would be located in a sustainable location, the proposal is in accordance with Core Strategy Policies CS1, CS4, CS17 and Saved Policy 10 of the Local Plan.

Quality of Design / Impact on Visual Amenity

9.4 The surrounding area contains uniform groups of buildings, with the majority comprising flat roofs, tile hanging and simple fenestration. The street scene comprises rows of two-storey terraced properties and rows of three-storey townhouses.

9.5 In design terms, there would be minor amendments to the approved scheme in order to enable the existing access off Wensleydale to be retained. In the approved scheme, the existing access would have been stopped up and visually the gap would have been partially closed by projecting balconies and formal landscaping. The current proposal comprises recessed balconies on the southeast corner of the block of flats, the width of the block of flats would be reduced by 1m, the height reduced by 0.6m and the depth increased by 0.7m. In relation to the two houses, the depth would be increased by 0.225m and there would be changes to hard/soft landscaping including the addition of one parking space to the side of plot 1 (to replace two parking spaces on the grass verge of Wensleydale, which have been omitted in the current proposal).

9.6 The proposed plans for the current scheme include access steps for the block of flats. Steps were not shown on the plans for the approved scheme, however the submitted Planning Statement clarifies, "in the original approved design, external steps were also required in front of the communal entrance to tie in with the existing pavement levels along Wensleydale but these were not shown on the approved drawings." A landscaping condition was included on the approved scheme, which sought further details for hard landscaping, at which point the details for the steps would have been submitted.

9.7 The overall design, layout and scale of the proposed semi-detached houses and their plots is similar to the surrounding area. The height of the apartment block would exceed the neighbouring townhouses by approximately 1.1m. Whilst the building would be higher than surrounding development, it is not considered that it would be overly prominent but would integrate with the surrounding area by virtue of its sympathetic design, scale and materials.

9.8 Dacorum's Principle Urban Design Officer has been consulted and raised no objection to the proposed amended scheme, noting that the addition of the inset corner balconies is welcomed as it provides additional variation and interest to the façade. The Urban Design Officer also suggested some additional landscaping amendments. Not all of the suggestions are considered feasible, for example it is unlikely that additional defensible space could be provided to the side of the 1-bedroom ground floor apartment. This is because the existing access road would be retained in the amended

scheme, therefore there would not be sufficient space to the side of the building. Nonetheless, further landscape details would be secured via condition.

9.9 The proposed external materials comprise red facing brickwork, grey uPVC doors and window frames and grey feature cladding. The drawings give some detail regarding materials, however it is considered necessary to impose a materials condition in order to confirm the final visual appearance of the proposed development.

9.10 Overall, the proposed design amendments are considered minor in relation to the approved scheme. The proposed amendments would thus maintain a high quality of design that would preserve the attractive streetscape and contribute to local character in accordance with Policies CS12 and CS13, subject to the imposition of the materials condition.

Impact on Residential Amenity

9.11 The impact on residential amenity of neighbouring properties was fully assessed in accordance with Core Strategy Policy CS12 and Paragraph 130 (f) of the NPPF for the previously approved scheme and was found to be acceptable. The block of flats in the amended scheme would be lower in height by 0.6m, reduced in width by 1m and extended in depth by 0.7m to the rear. This would result in the rear elevation of the block of flats being 0.7m closer to the rear elevations of the existing dwellings on Ribblesdale (nos. 33-37). This would result in a separation distance of 28m, which is still considered reasonable and exceeds the minimum back-to-back separation distance of 23m outlined in Saved Appendix 3 of the Local Plan.

9.12 In terms of the living conditions of future occupants of the proposed semi-detached units, the site section shows that there would be a breach between a first-floor flank window in the proposed semi-detached units and the proposed block of flats. However, it is noted that the 25-degree line is taken from an obscure glazed bathroom window and therefore the slight reduction in light is considered acceptable to this room as it is non-habitable. Thus, the proposal would not conflict with the Building Research Establishment's (BRE) guidance regarding site layout planning for daylight and sunlight.

9.13 In terms of demolition and construction, if this application were approved, these aspects would be controlled by Dacorum's Environmental Protection Team. Various informatives would be added regarding construction hours, etc. if the application is approved. The proposal would provide a high quality living environment for future occupiers and would not result in significant adverse impacts on the neighbouring properties. The quality of residential development and the impact on the living conditions is considered acceptable in accordance with the aforementioned policies.

9.14 There are no changes to the proposed development that would give rise to significant concerns in terms of residential amenity.

Access, Parking and Highway Safety

9.15 Policy CS12 seeks to ensure developments have sufficient parking provision. The NPPF states that if setting local parking standards authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport, local car ownership levels and the overall need to reduce the use of high emission vehicles. Dacorum's Parking Standards Supplementary Planning Document (SPD) provides policy guidance for the amount of parking provision required for new developments. It recommends the following minimum standard per residential unit in this area (Zone 3):

- 1 bedroom dwellings – 1.25 allocated spaces or 1 unallocated spaces
- 2 bedroom dwellings – 1.5 allocated spaces or 1.2 unallocated spaces
- 3 bedroom dwellings – 2.25 allocated spaces or 1.8 unallocated spaces

9.16 There would be 3 x 1-bedroom units, 3 x 2-bedroom units and 2 x 3-bedroom units. This equates to a parking requirement of 12.75 allocated spaces (or 10.2 unallocated spaces). The Parking Standards SPD also requires 5% of spaces to be disabled parking bays.

9.17 The proposed layout provides 17 parking spaces (including one disabled space), which meets the parking standards for allocated spaces (i.e. the higher requirement) and provides 4.25 additional spaces for visitor parking. The proposal is therefore acceptable in this regard.

9.18 In the approved scheme (ref. 20/03821/FUL) it was proposed to create two visitor parking spaces on the existing grass verge adjacent to Wensleydale in front of the proposed flats. These have been omitted from the current proposal, with the reasoning given in the submitted Planning Statement that these visitor parking spaces were problematic as they were not compatible with the existing levels along Wensleydale and were very close to the root protection zone of the existing tree on Wensleydale. In addition, one of the spaces has been provided elsewhere within the scheme, adjacent to the proposed houses. The total number of spaces has subsequently been reduced by one in relation to the approved scheme, however the current proposal still exceeds the parking requirement as set out above, thus there is no objection to the omission of the two visitor spaces on the grass verge.

9.19 Core Strategy Policies CS8, CS9, and Saved Policy 51 of the Local Plan seek to ensure that developments have no detrimental impacts in terms of highway safety. Paragraph 111 of the NPPF 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."

9.20 The existing access, currently serving the Wensleydale garages, would be retained to provide access to the parking area to the rear of the block of flats. The layout of the bellmouth junction would remain the same as existing and would provide access to 10 out of the 17 proposed parking spaces. The remaining 7 parking spaces would be accessed off Sleddale, also utilising existing access arrangements.

9.21 In terms of highway safety, the access and turning areas are considered sufficient and safe. A tracking diagram has been provided to show that the site can be accessed by refuse vehicles. The proposed dwellings are within the recommended emergency vehicle access of 45 metres from the highway to all parts of the buildings. Hertfordshire County Council as Highway Authority have assessed the highway impacts and raised no objection to the proposals, subject to conditions and informative notes.

9.22 Should the variation of condition application be granted, then new conditions can be added to replace any conditions that may be deemed irrelevant now that the road layout has been amended. In summary, it is felt that the proposed parking and access arrangements are considered acceptable and policy compliant in accordance with Core Strategy Policies CS8, CS12 and Saved Policy 58 of the Local Plan.

Other Material Planning Considerations

Loss of Garages

9.23 HCA20 states that the redevelopment of garage blocks will only be acceptable if alternative provision is made for displaced vehicle parking. The widths of the existing garages are generally unsuitable for modern vehicles except motorcycles. It appears that residents mainly park on their driveways, on the street, or on the garage forecourt (between Nos. 23 and 25 Wensleydale). These areas would not be impacted by the development proposals.

9.24 Dacorum's Verge Hardening Team were contacted during the consideration of the previously approved scheme to determine whether there would be scope to enhance existing parking areas or provide further parking areas in the area. They responded with the following: *"It has been agreed with Trees and Woodlands that we could extend the existing parking in Ribblesdale down onto the amenity green removing 1 tree stump but keeping away from the large mature tree in the centre of the green providing a net gain of 8 additional bays. Subject to planning permission approval."* At this stage, these details have not been finalised, but it is worth noting that additional parking on Ribblesdale may be brought forward in the future.

9.25 Dacorum Borough Council's garage management team will provide the appropriate notice to each garage tenant if the planning application is approved. 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. An informative would be added to the decision notice if this application is approved to ensure that letters are sent out in this regard.

Impact on Trees

9.26 There are a number of trees within close proximity to the site that must be considered. The Arboricultural Report (ref: S236-J1-IA-1) submitted for the previously approved scheme identifies that no trees of significant landscape value or amenity would be detrimentally affected by the development. Dacorum's Trees and Woodlands Department have reviewed this document and raised no objections to the application.

9.27 The drawings found in the Appendices of the Arboricultural Report illustrate the root protection area of the sycamore tree (T1) and measures to protect it during the preparation, demolition, construction and landscaping phases. These details would be conditioned if the application were approved. It is likely that the sycamore tree would need to be heavily pruned and thereafter maintained to ensure no significant encroachment on the apartment block building. Fortunately, the main living areas in the apartments are triple-aspect and therefore future residents would not suffer from an unacceptable loss of light due to the tree.

9.28 A smaller whitebeam tree (T2) would be removed. This tree is a category U tree due to its poor form and bark loss, with an anticipated life expectancy of under 10 years. As compensation, the proposed site plan includes three new semi-mature trees around the site. As the site is limited in scale, it is not felt that any further tree planting is required. If approved, details of the tree sizes and species will be conditioned. The Trees and Woodlands Team would be consulted at discharge of condition stage to ensure that the proposed trees are suitable for the location.

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

Landscaping

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

Ecology

9.31 An Ecological Survey and Bat Report was submitted to the Local Planning Authority as part of the previously approved scheme. 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 is negligible-low. Hertfordshire County Council's Ecology Department raised no objection but advised that a precautionary approach is taken and informatives relating to birds and bats be added if consent is given. These informative notes would be copied from the previous planning consent.

9.32 The planning system should aim to deliver overall net gains for biodiversity where possible as laid out in the NPPF. As such, the County Ecologist requested that a 'Landscape and Ecological Management Plan' (LEMP) is secured by planning condition for the previously approved scheme. The LEMP has subsequently been submitted to the Local Planning Authority, therefore should the current application be approved, a condition would be added to ensure that the amended scheme is carried out in accordance with the LEMP.

Refuse

9.33 Developers are expected to provide adequate space and facilities for the separation, storage, collection and recycling of waste (see Dacorum's 'Refuse Storage Guidance Note').

9.34 The site plan indicates where bin storage for the properties would be located. A large bin store would be provided to the rear of the apartment block, next to the car park. Bin storage areas for the houses would be to the front of plot 2 and to the side of plot 1. The plans do not contain specific design details of the bin storage units, however a condition would be added to the permission requiring further details to ensure that 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)

9.35 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 £130.71 per square metre is applicable to this development.

9.36 Depending on the tenure of the 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

9.37 The Environmental and Community Protection Team have confirmed that they have no objection to the proposed development. Contaminated land conditions from the previously approved scheme would be transferred to the amended scheme, should permission be granted.

Drainage

9.38 The drainage strategy comprises of unlined permeable paving for car parking areas with an outflow into the proposed network. It is noted that surface water drainage calculations were provided to support the previously approved scheme and ensure sufficient storage has been provided for the 1 in 100 year plus climate change event. Based on the information, the Lead Local Flood Authority confirmed that the site can be adequately drained, raising no objection subject to the inclusion of a final drainage scheme condition. This condition would be transferred to the amended scheme, should permission be granted.

Crime Prevention and Security

9.39 Hertfordshire County Council's Crime Prevention Design Advisor was consulted for the previously approved scheme and raised no concerns. However, a number of recommendations to improve crime prevention and security on the site were suggested, which were passed onto the

applicant. One of the recommendations is that there is a 1.8m high close-boarded fence and secure gates as the site backs onto a footpath. 1.8m high fences have been incorporated into the design. Other recommendations include measures that would be covered by Building Regulations, such as security, access control and security lighting. A secure bin lock has also been recommended, however this would be secured via the refuse storage condition.

Response to Neighbour Comments

9.40 A number of objections have been received. The issues are addressed in turn below:

9.41 Not enough information provided, no dimensions on drawings

The plans initially submitted for the current application did not include a direct comparison with the previously approved plans. Residents were therefore uncertain whether the amended scheme was larger. The plans were subsequently amended to include an outline of the previously approved scheme.

9.42 Not consulting all interested parties, correct procedure not followed

Local residents were concerned that not all interested parties were consulted, for example residents who commented on the previous application. There is no requirement to consult all previous contributors. It is confirmed that consultation has been carried out in line with The Town and Country Planning (Development Management Procedure) (England) Order 2015 and The Town and Country Planning Act 1990. No site notice was erected (none was required) and neighbour notification letters were sent to 21 addresses adjoining the site and in the locality.

9.43 New design not as attractive, concern over heights, no red brick in surrounding area

The plans have indeed been amended to reduce the amount of excavation required. However, the building has been reduced in height, therefore the overall height is less than previously approved. In terms of the design, the Council's Principle Urban Design Officer has been consulted and considers that the proposed scheme is a high quality design that will integrate with the surrounding area. In terms of the use of red brick, the surrounding area comprises a variety of brick colours including brown/red bricks on the houses and buff bricks on the garages. The use of red brick is common within the Borough and it is considered that it would integrate with the surrounding area. Moreover, the final tone and appearance of all proposed materials would be secured via the materials condition.

9.44 Parking spaces reduced, not enough parking for visitors

There would be one less space than the approved scheme. The scheme would nonetheless exceed the parking requirement set out in the Parking Standards SPD.

9.45 Removing more green areas and hedges

Green space was proposed for the approved scheme, situated to the side of the ground floor 1-bedroom flat. This will not be possible for the current scheme as the access driveway would be retained. Green spaces to the front of the block of flats would however be retained, in place of the two proposed car parking spaces.

9.46 Binstore is not covered, would attract vermin

The submitted site plan shows the general layout and scale of the bin store. This should be covered in order to comply with Dacorum's Refuse Storage Guidance Note (2015). A condition would be added to secure final details of the bin store.

9.47 Concerned that there is no parking to front of dwellings

According to the submitted Planning Statement, "Parking space in front of Plot 1 would block the front door access and does not tie in with existing levels. Parking space in front of Plot 2 is possible but to tie in with existing levels of the pavement it would be at a 1 in 15 fall, which is too steep for a car parking space. Changing the ground floor FFL of Plot 2 has been looked at as well but this

requires extensive changes to the external levels and was felt to be impracticable.” As such, parking to the front of the dwellings has been explored however has been found to be unfeasible.

9.48 Extra traffic on the access road would cause noise and disturbance to 24 and 26 Wensleydale
This refers to an existing access. There would be slight intensification of use of the access in comparison to the current lawful use. However, as this is an existing situation, there is already the potential for noise and disturbance from vehicles using the access driveway to the garages. Thus, when weighed up in the planning balance, it is not considered that the application could be refused on those grounds.

9.49 The access road has been moved which will give poor visibility with parked cars.
No alterations are proposed to the access points and no work is to be completed on these parts of the highway network. In addition, a condition would be added, should planning permission be granted, to ensure that visibility splays are provided and maintained clear of obstruction in perpetuity.

Conditions

9.50 If the application is approved, the previous conditions would be reinstated except the conditions for which details have already been submitted for approval, including condition 3(a) (contamination), condition 3b (remediation statement) and condition 8 (Landscape Ecological Management Plan (LEMP)). The conditions for these will refer to the relevant discharge of condition applications currently under consideration. In addition, the conditions recommended by the Highway Authority will be amended/updated as appropriate in relation to access arrangements. Condition 6 (electric vehicle charging points) will be omitted because this is now covered under Building Regulations. Condition 12 (balcony privacy screening) would be omitted because the amended proposal includes recessed balconies with perforated metal guarding, therefore privacy screens for the 1-bedroom flats are not necessary.

10. CONCLUSION

10.1 The proposal seeks to vary the approved plans condition attached to planning permission ref. 20/03821/FUL. The principle of development is acceptable. There would be some minor design amendments, which are considered acceptable in terms of their visual impact. There would be no significant impact in terms of residential amenity, which would be comparable to the approved scheme. The main impacts relate to highways matters, however given that the amended scheme would utilise an existing access and there is no objection for the Highway Authority, it is considered that the amended proposal is acceptable in all aspects.

11. RECOMMENDATION

11.1 That the application be **DELEGATED** with a view to **APPROVAL** subject to appropriate assessment in accordance with article 6(3) of the Habitats Directive and securing a mitigation package to avoid any further significant effects on the Chilterns Beechwood Special Area of Conservation (SAC) through financial contributions secured by legal agreement.

Condition(s) and Reason(s):

- 1. The development hereby permitted shall begin before the 6th April 2024.**

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

2. **No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted Flood Risk Assessment and Drainage Strategy reference M03001-04_DG04 dated December 2020 prepared by McCloy Consulting. The scheme shall also include:**

1. Limiting the surface water run-off rates to a maximum of 2l/s for all rainfall events up to and including the 1 in 100 year + climate change event with discharge into the Thames surface Water sewer.

2. Provide attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.

3. Implement drainage strategy to include permeable paving and attenuation tank.

4. Detailed engineered drawings of the proposed SuDS features including their location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance for climate change event, with a supporting contributing area plan.

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

6. Maintenance and management plan for the SuDS features

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site in accordance with Policy CS31 of the Dacorum Borough Core Strategy (2013) and Paragraphs 167 and 169 of the National Planning Policy Framework (2021).

3. **(a) The development hereby approved shall be carried out in accordance with the Site Investigation (Phase II environmental risk assessment) report approved under application ref. 22/00785/DRC.**

(b) The development hereby approved shall be carried out in accordance with the Remediation Method Statement report approved under application ref. 22/03054/DRC.

(c) This site shall not be occupied, or brought into use, until:

(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 183 and 185 of the National Planning Policy Framework (2021).

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 183 and 185 of the National Planning Policy Framework (2021).

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. **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, signs, 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).

7. **The development hereby approved shall be carried out in accordance with the Landscape Ecological Management Plan (LEMP) approved under application ref. 22/01815/DRC.**

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 174 of the National Planning Policy Framework (2021).

8. **Prior to the first use of the development hereby permitted a visibility splay measuring 2.4 x 43 metres shall be provided to each side of the access where it meets the highway and such splays 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 Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

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

**1246-MEPK-SL-00-DR-P0405 (Revision P01) - Site location plan
1246-MEPK-SL-00-DR-A-P0401 (Revision P05) - Proposed site plan
1246-MEPK-SLH01-ZZ-DR-A-P0402 (Revision P03) - Floor plans and elevations - Houses
1246-MEPK-SL-ZZ-DR-A-P0403 (Revision P04) - Floor plans and elevations - Flats
1246-MEPK-SL-ZZ-DR-A-P0404 (Revision P04) - Sitewide sectional elevations
Design Statement to accompany S73 Application - revised 16-09-2022**

**S236-J1-IA-1 - Arboricultural Report by John Cromar's Arboricultural Company Limited (dated 4th September 2020)
S236-J1-P1 Rev 2 - Tree Value Assessment
S236-J1-P2 Rev 3 - Tree Retention & Tree Protection Measures**

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

10. **No construction of the superstructure shall take place until details of the provisions for the storage and recycling of refuse have been submitted to and approved in writing by the Local Planning Authority. Such provisions shall be made/constructed prior to the first occupation of the building(s) and shall thereafter be made permanently available for the occupants of the building(s) unless further written approval for an alternative scheme is gained from the Local Planning Authority.**

Reason: To safeguard the residential and visual amenities of the locality, protect the environment and prevent obstruction to pedestrian movement in accordance with saved Policy 129 of the Dacorum Borough Local Plan (2004) and Policy CS29 of the Dacorum Borough Core Strategy (2013).

11. **The obscure glazed windows at first and second floors on the western (rear) elevation of the apartment block (illustrated as greyed out on drawing 1246-MEPK-SL-ZZ-DR-P0403 - Revision P04) hereby permitted shall be non-opening below 1.7 metres from floor level unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In the interests of the residential amenities of the occupants of the adjacent dwellings in accordance with Policy CS12 (c) of the Dacorum Borough Council Core Strategy (2013) and Paragraph 130 (f) of the National Planning Policy Framework (2021).

Informatives:

1. Planning permission has been granted for this proposal. The Council acted pro-actively through early engagement with the applicant at the pre-application stage 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. Contamination

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. Stopping up of highway: Highway rights will need to be extinguished across the area of land affected in accordance with a Stopping Up order to be made by the Secretary of State for the Department of Transport under Section 247 of the Town and Country Planning Act 1990 before development can commence. Further information is available on the Planning Portal at:

https://www.planningportal.co.uk/info/200187/your_responsibilities/40/other_permissions_you_may_require/14 and on the government website:
<https://www.gov.uk/government/publications/stopping-up-and-diversion-of-highways>

10. Works within the highway (section 278): The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at:

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

11. 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.

12. 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.

13. 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.

14. 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
<p>Hertfordshire Highways (HCC)</p>	<p>Recommendation</p> <p>Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>1) Provision of Visibility Splays - Dimensioned in Condition Prior to the first use of the development hereby permitted a visibility splay measuring 2.4 x 43 metres shall be provided to each side of the access where it meets the highway and such splays 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>Reason: 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>Highway Informatives</p> <p>HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:</p> <p>AN 1) Stopping up of highway: Highway rights will need to be extinguished across the area of land affected in accordance with a Stopping Up order to be made by the Secretary of State for the Department of Transport under Section 247 of the Town and Country Planning Act 1990 before development can commence. Further information is available on the Planning Portal at:</p> <p>https://www.planningportal.co.uk/info/200187/your_responsibilities/40/other_permissions_you_may_require/14</p> <p>and on the government website:</p> <p>https://www.gov.uk/government/publications/stopping-up-and-diversion-of-highways</p> <p>AN 2) Works within the highway (section 278): The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire</p>

County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at:

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

AN 3) 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 4) 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 5) 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 regarding amendments for the variation of Condition 10 (approved plans) attached to planning permission 20/03821/FUL - Demolition of 34 residential garages and construction of 2 no dwelling houses and 6 no apartments at Garage Court, Sleddale, Hemel Hempstead. The amendments are following concerns regarding the change of plans in accordance with section 73. A meeting was held between HCC Highways and other parties involved which discussed the information that was required post section 73 agreement. Following this meeting, new drawing have been provided to HCC Highways. The changes from the original drawings include the change of parking locations as well as access arrangements for the new dwellings. Sleddale is part of the adopted highway network.

Highway Matters

The new drawings intend to use the two existing bellmouth accesses which previously served the garages on site. These accesses are proposed to not be altered and no work is to be completed on these parts of the highway network. The southern access has a footway which the proposed building is to be constructed over, this footway is part of the adopted highway network and therefore it would need to be stopped up with the highway rights removed - please see informative 1 for more information on this. Highway boundary information can be found by emailing hcclandcharges@hertfordshire.gov.uk . No drawings have provided visibility splays and therefore this has been included within conditions 1 to ensure that they can be met owing to the slight intensification of use. Any works to be completed within the adopted highway network such as the northern footpath of the northern access will need to be completed under a section 278 agreement - please see informative 2. Parking is a matter for the Local Planning Authority and therefore any parking arrangements will need to be agreed by them. HCC would note that vehicles are able to enter the site and turn on site as illustrated in drawing number J00421-JYN-XX-ZZDR-D-0600 P01. The dwellings will be located 128 metres from the nearest bus stop which has links to the surrounding area and Hemel Hempstead station. This is in line with policies stipulated in HCC Local Transport Plan (adopted 2018).

Drainage

The proposed accesses would need to make adequate provision for drainage on site to ensure that surface water does not discharge onto the highway. Surface water from the existing and the new accessess

	<p>would need be collected and disposed of on site.</p> <p>Refuse / Waste Collection</p> <p>Provision has been made for an on-site bin-refuse store within 30m of each dwelling and within 25m of the kerbside/bin collection point. The collection method must be confirmed as acceptable by DBC waste management. Drawing number 00421-JYN-XX-ZZDR-D-0600 P01 illustrates that a refuse vehicle can turn on site to enter and exit the highway network in forward gear.</p> <p>Emergency Vehicle Access</p> <p>The proposed dwellings are within the recommended emergency vehicle access of 45 metres from the highway to all parts of the buildings. This is in accordance with the guidance in 'MfS', 'Roads in Hertfordshire; A Design Guide' and 'Building Regulations 2010: Fire Safety Approved Document B Vol 1 - Dwellinghouses'.</p> <p>Conclusion</p> <p>HCC has no objections or further comments on highway grounds to the proposed development, subject to the inclusion of the above highway informatives and condition.</p>
Thames Water	<p>Thank you for consulting Thames Water on this planning application. Having reviewed the details, we have no comments to make at this time.</p> <p>Should the details of the application change, we would welcome the opportunity to be re-consulted.</p>
Hertfordshire Ecology	<p>Thank you for consulting Hertfordshire Ecology on the application above, I am not aware of any ecological constraints relating to this variation of condition and the application can be determined accordingly.</p>
Crime Prevention Design Advisor	<p>I would ask that the development is built to the police preferred minimum security Standard Secured by Design.</p> <p>Physical Security (SBD)</p> <p>Boundary</p> <p>1.8m close boarded fence and secure gates as the back onto a footpath</p> <p>Communal door sets: (Flats)</p>

	<p>Certificated to BS PAS 24: 2016, or LPS.1175</p> <p>Access Control to block of flats: Audio or Audio Visual. Tradespersons release buttons are not permitted.</p> <p>Postal delivery for communal dwellings (flats): Communal post boxes within the communal entrances (preferably covered by the CCTV).</p> <p>Individual front entrance doors of (flats & houses) Certificated to BS PAS 24:2016</p> <p>Windows: (flats & houses) Ground floor windows and those easily accessible certificated to BS PAS 24:2016 or LPS 1175 French doors for balconies:</p> <p>Dwelling security lighting : (flats & houses) Communal entrance hall, lobby, landings, corridors and stairwells, and all entrance/exit points. (Dusk to dawn lighting).</p> <p>Bin stores: Secure lock on bin store</p> <p>Car Park: Its great to see enough allocated parking.</p>
<p>Conservation & Design (DBC)</p>	<p>I have no objection to the design revisions proposed in the S73 application</p> <p>Maintaining the existing access shouldn't compromise the overall design or layout of the site. Level access should be maintained to the rear car park with additional steps to the frontage. The addition of the inset corner balcony is welcomed as provides additional variation and interest to the façade.</p> <p>We would suggest if possible defensible space could be widened to the side of the 1 bed apartment dwelling to provide an additional privacy buffer and setback from the road if this is possible in the layout. Additional GF planting could also be added to the north of the 2 bed dwelling to improve setting.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Having reviewed the application submission and the ECP Team records I am able to confirm that there is no objection to the variation of Condition 10 (approved plans).</p> <p>However, please recognise there are still conditions attached to planning permission 20/03821/FUL relating to contaminated land that are still relevant and are expected to be retained.</p>
<p>Strategic Planning & Regeneration (DBC)</p>	<p>I have initially reviewed this application and no not believe that Strategic Planning need to respond in this particular instance.</p>

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
21	5	0	5	0

Neighbour Responses

Address	Comments
35 Ribblesdale Hemel Hempstead Hertfordshire HP2 5TS	<p>The information provided on the planning portal is nowhere near sufficient. The elevation plans uploaded do not show the relative heights of the flats to the neighbouring properties. This lack of information + the planning statement's comment of 'the design of the flats in plan and elevation has been kept as close to the original design as possible' is not good enough. This is quite shocking considering this was something a large majority of residents specifically objected to in the previous round of comments.</p> <p>On top of this, it isn't fair that the council did not share the revisions notification letter with all nearby residents affected (including some who did receive the initial planning letter & provided subsequent objections).</p> <p>Furthermore, when trying to learn more about the proposed revisions, we discover it is not actually known who submitted the application!! Although a planning officer is named as the applicant on the application form, they are not even aware of it! Again, this feels misleading! How are we meant to find out more about the application if the council don't even tell us who submitted the application form?!</p> <p>Regarding the actual site plan, we have various objections:</p> <ul style="list-style-type: none"> - The new design of the flat has changed as the foundations appear to be build up instead of dug down, with access required via steps up from Wensleydale. Its irritating to see that the council aren't considering the many height objections when making these decisions. What effect will this decision have on the relative height of the flats?! - The number of parking spaces for current residents has once again been reduced. This seems unfair as this was also something a large majority of residents specifically objected to in the previous round of comments. Why do the council need to provide more than their own recommended number of spaces for the new residents?! Will this mean these additional spaces will be available for existing residents?! - The new layout removes more green areas and hedges, further reducing recreational areas and conflicting with Dacorum's Green Space Strategy.
33 Ribblesdale Hemel Hempstead Hertfordshire	<p>o I appreciate this is not a massive development compared to a potential masterplan but my understanding is that usually there is a level engagement that the applicant would have to do with the local</p>

<p>HP2 5TS</p>	<p>residents. This really hasn't been taken into consideration from the outset of this development. This is more apparent with this variation. Only a select number of residents were sent letters from the council about this variation. The Council is required to notify those with an interest in neighbouring land of a planning application.</p> <ul style="list-style-type: none"> o The external facade / elevation treatment of the proposal has changed. In terms of the existing built environment context which the site is immediately surrounded by, from my knowledge there are no red brick properties therefore it does not relate or connect to its immediate context. This proposal will not exist in isolation, it needs to respond to its surroundings and enhance it not stand out. o The variations appear quite vague, this is usually a tactic adopted to avoid objections and potentially not having the application granted. The planning statement suggestions the variations are positive, for example the reduction in height of the 3-storey block of flats being shorter. This is all well and good, however there aren't any dims on the drawings to be able to actually cross reference this? o The parking proposal suggests that there is only one visitor space that has been allowed for due to the site levels and root protection zone. The existing car parking situation is already bad, to add to this, the proposal also takes away the existing spaces we currently have. If existing residents are reasonably expected to make due with the car parking capacity that this proposal is suggesting, then I think it will be necessary to demonstrate this through a parking capacity survey to highlight that there is sufficient capacity to accommodate existing local residents in that area.
<p>37 Ribblesdale Hemel Hempstead Hertfordshire HP2 5TS</p>	<p>There has not been an adequate resident consultation period as per Council guidelines:</p> <ol style="list-style-type: none"> 1. Letters have not been sent by DBC to some residents bordering the development site, nor to residents who uploaded objections to the original plans. 2. The DBC 'Applicant' named on the paperwork knew nothing about the submission made in his name, hasn't worked on the site for over nine months, and was therefore unable to answer questions. The actual DBC Applicant (not named anywhere on the planning documents) was on annual leave for some of the period, returning just before the deadline date. On the deadline day, he agreed to upload documents that show the height changes that residents wanted to see. But this will be too late for any comments by the time it is produced... 3. Documents from both the original and revised plans have frequently been "unavailable to view" when residents have tried to access them via the Portal. Please will DBC correct the above errors and allow a full residential consultation to take place if these plans are going to be submitted to Committee unamended? Height of Flats: The Planning Statement says the height will be "kept as close to the original design as possible". However, comparison of previous and new sitewide sectional drawings indicate that 'ground level' will be markedly higher than in the original plans. This will have the effect of increasing the overall height compared to neighbouring buildings (even if the current parapet is replaced with a railing). The Applicant makes no mention of the changes to the elevation of the foundations. Why?

	<p>Highways Objection: Herts Highways want to introduce a condition to the site but are unable to do so unless a new application is submitted. Given that highway safety is something that should be considered as part of any planning decision, I think residents should know what the condition is and why they want it. Quite rightly, Highways note that the "entire site has been changed, from the layout of the dwellings to how they will be accessed". In short, this Variation of Condition does not represent a few minor changes to the approved plans; it should be re-submitted as an new application as Highways have requested.</p> <p>Bin area: Why has the bin area been changed to be 'open' rather than in a contained storage unit? This will simply encourage vermin, fly tipping, and the smell of rotting food etc will travel much further, affecting more nearby properties (including the new flats). Will additional lightning be provided to deter the dumping of rubbish at the site, and will DBC undertake to regularly clean/disinfect the area to stop the smell? This open bin area will be 1.5 meters from my back garden and that of 24 Wensleydale.</p> <p>Parking: It's disappointing that the number of parking spaces for existing residents has been reduced to one. Please confirm if the parking allocation for new residents will still exceed the minimum number required by Government and DBC guidelines?</p> <p>While DBC encourage residents in Wensleydale to convert their front gardens to parking to ease congestion, it seems hypocritical to then not do the same for their own two-house development. If their gardens were made into parking (creating four new spaces), and the proposed Sleddale spaces were still constructed, this would ease local parking issues.</p> <p>Bin Collection: Bins are collected from the rear of 33-37 Ribblesdale, plus houses in Nidderdale, every week so 'bin access' is not an adequate argument for the amendments to the front gardens of the two houses.</p> <p>Green space: It appears that the quality and quantity of on-site green space for the flats has been reduced overall? Yet this was a key requirement of the original planning decision.</p>
<p>26 Wensleydale Hemel Hempstead Hertfordshire HP2 5TF</p>	<p>it has been brought to my attention that there are changes to the approved development in Sleddale.</p> <p>I would like to complain very strongly that there is no notice of the proposed changes in a visible public place, and I have not been informed by letter as some of my neighbours.</p> <p>I live in 28 Wensleydale, very close to the development, and some of the proposed changes are a real concern.</p> <p>Also, the fact that one the plan misspells the name of the street does not inspire much confidence in the accuracy of the work!</p> <p>My objections are:</p> <ol style="list-style-type: none"> 1) Lack of information to all the interested parties 2) The two proposed parking places in front of the new block of flats have been removed. Why? There is a massive shortage of parking in Wensleydale 3) The access road to the new block of flat has been moved to be near 24 Wensleydale: the extra traffic on this space will cause noise and disturbance to 24 Wensleydale and potentially me, at 26 Wensleydale.

	<p>4) Looking at the proposed new plans, it is not possible to establish the height of the new building. As the building will stand on the existing level instead of the foundation being dug out, it is reasonable to think that the roof of the building will be at a higher elevation. If so, it means a possible loss of privacy in the gardens of the town houses 24, 26 and 28 in Wensleydale, because of the higher viewpoint of the windows and balconies on the south facing side of the property.</p> <p>5) What is the angle of the shadow on the garden in the property of Ribblesdale with the new height?</p> <p>6) The windows at the side of the property are nearer the roof, and closer to the edge of the building, so again they will intrude more on the gardens of the 24, 26 and 28 in in Wensleydale,.</p> <p>7) Less greenery in front of the block of flat.</p> <p>8) The colour of the bricks has been changed to red. This is different from any other property in the area.</p> <p>9) During the planning permission discussion, I remember a great emphasis on the green area at the front of the block of flat, and the description of the small garden available to one of the flat. The garden has disappeared, and it has become a balcony.</p> <p>10) The look of the front of the building has changed considerably (not for the better), and it is less attractive.</p> <p>11)The sloping ground under the balcony on the front of the development is an hazard: a child can start to walk under the balcony from the outside and hit his/her head when the space became shorter.</p>
<p>8 Ribblesdale Hemel Hempstead Hertfordshire HP2 5TS</p>	<p>These are my objections to the new build on Wensleydale/Sleddale Parking in Ribblesdale is already impossible to park near your house or in the area at all due to people that do not even live here. They live in the flats adjacent or at the end and even residents of Sleddale as there is not enough spaces. The new build changes have now reduced parking to 1 space.</p> <p>I also believe in the new plans the access road has been moved which will give poor visibility with parked cars. Ribblesdale and the surrounding area already has Hammond Schools parents parking in the morning and afternoon in our parking spaces and now that the new high curbs have been constructed along Cumbrian Way to stop all Hammond School parents parking on the street, it will have an even greater impact so why move the access road.</p> <p>Also, as a matter of interest why have residents not received any information through the post on the new plans nor seen signage on any lampposts. Is this allowed?</p> <p>I believe the height of the original plans is believed to now be higher with a different colour awful red brick to the original plans and the refuse bins will now not be in a particular enclosed area as in the new plans they will be out in the open with the risk of more dumping of rubbish. If you walk down Wensleydale you will always see a large amount of dumped waste as it is, and it will make it an ideal dumping ground.</p> <p>Apparently the green area/borders will now be taken away in the new plans. All of the above is not in the interest of the current residents, safety of all and not good for the carbon foot print.</p>

	<p>I believe if changes to any original plans are made, especially if they completely change the original build, all residents should be informed with the correct person of contact.</p>
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